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NEW AND ENLARGED

SUPPLEMENT

DECEMBER, 1836.

N. B. — This Supplement embodies most part of that issued in October, 1835. It is intended to supply deficiencies and correct errors in the Dictionary; to bring down the information contained in it to the latest period; and especially to point out whatever changes have been made in the laws respecting commerce, navigation, &c., since it was published. We intend publishing another Supplement whenever it may seem to be required; and we earnestly entreat our various friends at home and abroad to transmit to us, through Messrs. Longman and Co., such information as they conceive may enable us to correct, improve, or supply any article either in the Dictionary or in this Supplement. We shall carefully observe any stipulations as to the use of such communications.

ABATEMENT OF DUTIES. — No abatement is to be made, on account of damage on the voyage, from the duties payable on the following drugs, viz. cantharides, coeculus Indicus, Guinea grains, ipecacuanha, jalap, nux vomica, opium, rhubarb, sarsaparilla, and senna. — (*4 & 5 Will.* 4. c. 89. § 5.)

ALE AND BEER. — In consequence of the complaints, whether well or ill founded, of the inconveniences arising from the increase of beer shops — (see *Dict.* p. 14.), a material change has been made in the mode of licensing houses for the sale of beer. Under the act 1 Will. 4. c. 64. — (*Dict.* p. 14.), the commissioners of excise, or other persons duly authorised, were bound to grant licences, costing *2l.* 2*s.* a year, to all persons not excepted in the act, empowering them to sell ale, beer, porter, cider, &c. to be drunk *indifferently either on or off the premises.* But the act, of 1834, 4 & 5 Will. 4. c. 85., made the obtaining of a licence to retail beer to be drunk on the premises contingent on the applicant being able to produce a certificate of good character, subscribed by certain persons rated at a certain amount to the poor: it has also raised the cost of such licence to *3l.* 3*s.*; and reduced the cost of a licence to sell beer not to be drunk on the premises to *1l.* 1*s.* We subjoin a full abstract of the act: —

Persons applying for a Licence to sell Beer to be drunk on the Premises, to deposit a Certificate of good Character, &c. — Every person applying for a licence to sell beer or cider by retail, to be drunk in the house or on the premises, shall, in addition to the application setting forth the particulars required by the act 1 Will. 4. c. 64., annually produce to and deposit with the commissioners of excise, collector, or other person authorised to grant such licence within the parish or place in which the person applying intends to sell beer or cider by retail, a certificate signed by 6 persons residing in and being and describing themselves to be inhabitants of such parish, place, &c., and respectively rated therein to the poor at not less than *6d.*, or occupying a house therein rated to the poor at not less than *6l.*, none of whom shall be maltsters, common brewers, or persons licensed to sell spirituous liquors or beer or cider by retail, nor owners or proprietors of any houses licensed to sell liquors, beer, or cider by retail, stating that the person applying for the licence is of good character; and at the foot of such certificate one of the overseers of the parish, township, or place shall certify (if the fact be so) that such 6 persons are inhabitants respectively rated as aforesaid; and such certificate shall respectively be in the form of the schedule annexed to this act: provided always, that in any parish, township, or district maintaining its own poor, in which there are not 10 inhabitants rated to their relief to the amount of *6d.* each, or not occupying houses respectively rated to the poor at *6d.* each (not being maltsters, common brewers, or persons licensed to sell spirituous liquors or beer or cider by retail), the certificate of the majority of the inhabitants of such parish, township, or district maintaining its own poor, as are rated to the amount of *6d.* each, shall be deemed to be a sufficient certificate for the purposes of this act. — § 2.

Penalty on Overseers. — Any overseer who shall, without due cause, refuse to certify that the persons who have signed the certificate are respectively rated to the poor's rate as aforesaid, to forfeit not more than *5l.* — § 3.

Beer drunk in Sheds. — Any person licensed under the act 1 Will. 4. c. 64., to sell beer, cider, &c. not to be consumed on the premises, who shall employ, permit, or suffer any person or persons to take or carry any beer, &c. from his house or premises, to be drunk or consumed for his benefit or profit, in any other house, tent, shed, &c. belonging to, or hired, used, or occupied by such licensed person, such beer, &c. shall be held to have been consumed on the premises, and the person selling the same shall be subject to the like forfeitures and penalties as if it had been actually drunk or consumed in a house or upon premises licensed only for the sale thereof. — § 4.

Billetting. — Provisions for billetting soldiers under mutiny acts to extend only to those licensed to sell beer or cider to be drunk in the house or on the premises, and not to extend to those licensed to sell beer not to be consumed on the premises. — § 5.

Justices to regulate the Opening and Closing of Houses.—Justices in petty sessions are authorised to fix the hours at which houses and premises licensed to sell beer under this act shall be opened and closed; but any person thinking himself aggrieved by any such order may appeal at any time, within 4 months from its date, to the justices in quarter sessions, on giving the justices making the order 14 days' notice of his intention; and the decision of the justices in quarter sessions shall be final: provided, however, that the hour to be fixed for opening any house shall not in any case be earlier than 5 o'clock in the morning, nor for closing the same later than 11 o'clock at night, or before 1 o'clock in the afternoon on Sunday, Good Friday, Christmas Day, or any day appointed for a public fast or thanksgiving; and the hours so fixed by the justices, with reference to the districts within their jurisdictions, shall be taken to be the hours to be observed and complied with under this act as fully as if the same had been specially appointed by it. — § 6.

Constables, &c. to visit licensed Houses. — All constables and officers of police are authorised to enter into all houses licensed to sell beer or spirituous liquors to be consumed upon the premises whenever they shall think proper; and if any person licensed as aforesaid, or any servant or person in his employ or by his direction, shall refuse to admit such constables, &c. into such house or premises, the person having the licence shall for the first offence forfeit and pay any sum not exceeding 5*l.*, together with the costs of conviction, to be recovered within 20 days before 1 or more justices; and it shall be lawful for any 2 or more justices, upon any person being convicted of such offence for the second time, to adjudge (if they think fit) that such offender be disqualified from selling beer, ale, porter, cider, or perry, by retail, for 2 years after such conviction, or for such shorter space as they may think proper. — § 7.

Penalty for making or using false Certificates. — Persons certifying any matter having reference to this act as true, who know the same to be false, or using any certificate, knowing the same to be forged, shall, on conviction of such offence before 2 or more justices, forfeit and pay the sum of 20*l.*; and every licence granted to any person making use of any certificate to obtain the same, such person knowing such certificate to be forged, or the matters certified therein to be false, shall be void to all intents and purposes; and any person using such certificate shall be disqualified for ever from obtaining a licence to sell beer or cider by retail. — § 8.

No Licence to be granted without a Certificate. — No licence for the sale of beer or cider by retail to be consumed or drunk in the house or on the premises shall be granted, except upon the certificate hereby required: provided, that in all extra-parochial places the certificate required by this act may be signed and given by inhabitants rated to the poor at 6*l.* in any adjoining parish or parishes. — § 9.

Retailers to produce their Licences on Requisition of 2 Magistrates. — In case any complaint be laid before 2 justices against any licensed person for an offence against the tenor of his licence, or against this act or the act 1 Will. 4. c. 64., the said justices may require such person to produce his licence before them for their examination; and if he wilfully neglect or refuse so to do, he shall forfeit for such offence any sum, not exceeding 5*l.*, the said justices shall think proper; and such person may be convicted, proceeded against, and dealt with for such offence in the same manner, *mutatis mutandis*, as is directed by the act 1 Will. 4. c. 64. with regard to persons guilty of a first offence against said act; and the penalty imposed for such offence is to be applied in the manner that a penalty for a first offence against said act is directed to be applied. — § 10.

Continuance of Powers, &c. — The powers, provisions, and penalties of 1 Will. 4. c. 64. to apply to persons licensed under this act, and to their sureties, &c. — § 11.

Act 1 Will. 4. c. 64. to continue in force, except as hereby altered. — § 12.

Duties on Beer Licences under the 1 Will. 4. c. 64. repealed, and new Duties granted in lieu thereof. — From and after the passing of this act, the duties payable on excise licences for the sale of beer by retail under the act 1 Will. 4. c. 64. shall cease, and in lieu of such duties there shall be paid upon the licences hereby authorised to be granted the duties following; viz.,

For and upon every licence to be taken out by any person for the sale of beer by retail, not to be drunk or consumed in or upon the house or premises where sold, the annual sum of 1*l.* 1*s.*	For and upon every licence to be taken out by any person for the sale of beer by retail, to be drunk or consumed in or upon the house or premises where sold, the annual sum of 2*l.* 2*s.* — Sec. 13.

The duties to be under the management of commissioners of excise, and to be recovered and accounted for under the provisions of the act 1 Will. 4. c. 64. — § 14.

Not to affect Duty on Licences to retail Cider and Perry. — Nothing in this act shall affect the amount of duty payable under the 1 Will. 4. c. 64. on licences to retail cider and perry; but every such licence shall specify whether it be granted for the sale of cider and perry by retail not to be drunk in the house or premises where sold, or for the retail of the same to be drunk in the house or premises where sold. — § 15.

Licences under this Act not to authorise Persons to sell Wine. — No licence granted under the act 1 Will. 4. c. 64. and this act shall authorise any person to take out or hold any licence for the sale of wine, spirits, or sweets or made wines, or mead or metheglin; and if any person licensed under the act 1 Will. 4. c. 64. and this act shall permit or suffer any wine, spirits, &c. to be brought into his house or premises to be drunk or consumed there, or shall suffer them to be drunk or consumed in his house or premises, he shall, over and above any excise penalties to which he may be subject, forfeit 20*l.* — § 16.

Penalty on unlicensed Persons. — Such persons selling beer and cider by retail to be drunk off the premises, 10*l.*; to be drunk on the premises, 20*l.* — § 17.

Board over the Door. — Every person licensed to sell beer, cider, or perry, by retail, under the authority of the act 1 Will. 4. c. 64. and this act, shall, on the board required by the former act to be placed over his door, paint and keep thereon, after the words "licensed to sell beer or cider by retail," the additional words "not to be drunk on the premises," or "to be drunk on the premises," as the case may be, on pain of forfeiting the penalty imposed by such act for not having such board over the door. — § 18.

What is retailing of Beer, &c. — Every sale of beer, or of cider or perry, in any less quantity than 4½ gallons, shall be deemed and taken to be a sale by retail. — § 19.

Penalties for selling Spirits or Wine without Licence. — Persons licensed to sell beer or cider under the act 1 Will. 4. c. 64. and this act, who sell spirits or wine, sweets, &c. without being licensed, are liable to the penalties imposed by the laws of excise for selling spirits or wine, sweets, &c. without licence. — § 20.

Certificate not to be required for Houses in certain Situations, if Population exceed 5,000. — The before-mentioned certificate shall not be required as to any house situated within the cities of London and Westminster, or within any parish or place within the bills of mortality, nor within any city or town corporate, nor within the distance of 1 mile from the place used at the last election as the place of election or polling place of any town returning a member to parliament, provided that the population, determined according to the last parliamentary census taken in such city, town, &c., shall exceed 5,000: provided, that no licence for the sale of beer, ale, porter, cider, or perry by retail on the premises in the cities of London and Westminster, or in any parish within the bills of mortality, or in any such city or town corporate, or town returning a member to parliament as before mentioned, shall be granted after the 5th day of April, 1836, unless the house or premises specified as those in which beer or cider is intended to be sold shall be of the value of 10*l.* per annum. — § 21.

Service of Summons. — Summonses or orders not legally served unless by some constable or other peace officer. — § 22.

Commencement. — Act shall commence and take effect from and after the 10th day of October, 1834. — § 23.

Form of Certificate referred to in § 2.

We, the undersigned, being inhabitants of the parish [*or* township, *as the case may be*] of and respectively rated to the poor at not less than 6*l.* per annum, and none of us being maltsters, common brewers, or persons licensed to sell spirituous liquors, or being licensed to sell beer or cider by retail, do hereby certify, That *A. B.*, dwelling in street [*here specify the street, lane, &c.*] in the said parish [*or* township, &c.] is a person of good character.

[*Here insert the day of signing the certificate.*]

(Signed) *E. F.*, *G. H.*, *I. K.*, *L. M.*, *N. O.*, *P. Q.* [*Here state the residence of such of the persons signing.*]

I do hereby certify, That all the above-mentioned persons whose names are subscribed to this certificate are inhabitants of the parish [*or* township, &c.] of rated to 6*l.* to the relief of the poor of the said parish.

C. D.
[Overseer of the parish or township, &c.]
Date.

ALIENS. — The act 7 Geo. 4. cap. 54. referred to in the *Dictionary* (p. 23.), has been repealed by the act 6 Will. 4. cap. 11., which enacts in its stead some new regulations, of which the principal are, that —

Every master of a ship arriving from foreign parts shall, to the best of his knowledge and belief, immediately declare, in writing, to the chief officer of customs, the name or names, rank, occupation, &c. of any alien or aliens on board his ship, or who may have landed therefrom at any place within the realm, under a penalty of 20*l.* for omission or false declaration; and of 10*l.* for every alien omitted in the declaration: this regulation does not, however, extend to foreign mariners navigating the vessel. § 2.

On arrival in this country, the alien is to declare his name, description, &c. and to produce his passport; which declaration is to be registered by the officer of customs, who is to deliver a certificate to the alien. A copy of this declaration is to be transmitted, within two days, to the secretary of state, or (if the alien land in Ireland) to the chief secretary of the Lord Lieutenant. The original certificate given to the alien is to be transmitted to the secretary of state on his leaving the country. New certificates to be granted in lieu of such as may be lost, without fee, under a penalty of 20*l.* Forging certificates, or falsely personating aliens, punishable by imprisonment, not exceeding three months, or by fine, not exceeding 100*l.* §§ 3, 4, 5, &c.

AMSTERDAM.

Principal Articles of Merchandise imported into Amsterdam in 1834 and 1835, with the Stocks on hand on the 31st December each Year. — (*Circular of Labouchere & Co.*)

		Imports in 1834.		Stocks on 31st December, 1834.		Imports in 1835.		Stocks on 31st December, 1835.	
Teas	qr. chests	16,000		10,100		5,220		5,320	
Coffee	kilogs.	20,000,000		11,000,000		15,250,000		10,125,000	
Sugar	hhds.	19,027	kilogs. 25,000,000	700	kilogs. 2,700,000	28,502	kilogs. 34,000,000	1,200	kilogs. 5,250,000
	boxes	23,178		2,000		26,470		3,460	
	mats, &c.	15,148		1,100		21,727		3,480	
	canist.	40,674		7,500		44,355		17,569	
	chests	2,792		700		2,820		325	
Tobacco	M. hhds.	10,205		7,170		7,269		4,664	
	V. and R.	58		58		892		852	
Cotton	bales, &c.	13,523		1,518		11,718		1,692	
Rice, Carolina	casks	5,000		2,000		5,800		300	
Java	bags	34,000		24,000		15,000		2,500	
Pepper	—	2,953		1,200		3,300		800	
Ashes	barrels	4,469		449		2,585		20	
Hides	number	105,400		26,000		120,800		46,700	
Indigo	cases	750		470		1,403		1,215	
	serons	60		400		606		116	
Dyewoods	kilogs.	2,840,000		2,725,000		12,294,000		4,210,000	

APPLES — Duty on, reduced from 4*s.* to 2*s.* a bushel. — (4 & 5 *Will.* 4. c. 89. § 15.)

AUSTRIAN TARIFF. — Subjoined is the tariff of the import, export, and transit duties charged in the Austrian empire on some of the most important articles of trade and consumption. It came into operation on the 1st of August, 1836.

The duties imposed by this tariff, though, in some instances, considerably lower than those formerly charged, are still, speaking generally, very heavy. The duty on cotton and woollen goods, for example, is 60 per cent. *ad valorem*; while that on coffee and sugar is 38*s.* the English cwt., and so forth. There is, in fact, a singular contradiction in the commercial policy of Austria; in some respects it is as liberal as could be wished for, while in others it is selfish and illiberal in the extreme. In all that respects ports and shipping, the legislation of Austria may be advantageously contrasted with that of almost any other nation. All articles are freely admitted into Trieste and Venice, and may be consumed in them, or warehoused and re-exported without being liable to any duty, the port charges being at the same time very reasonable. But the moment that it is attempted to introduce any article from a free port into the interior, it loaded with oppressive duties, and subjected to vexatious regulations. These have been imposed in the view of protecting and encouraging domestic industry; but it is, perhaps, unnecessary to say that their effect in Austria, as in all other countries, has been pre-

cisely the reverse. Instead of trusting to their own exertions, and bringing the inexhaustible resources of science and ingenuity to their aid, the native producers, deprived of the stimulus of competition, depend for success on the efforts of the customs' officers to exclude foreign products, and to secure them a monopoly. There is, consequently, but little improvement. Every thing has about it an air of languor and routine. Most part, also, of the foreign products to be met with in the interior, have found their way there, through clandestine channels. The mischievous influence of such a system is, indeed, too obvious to be disputed by any one not interested in its support. The recent modification of the tariff may, we hope, be regarded as the forerunner of still greater changes. A reduction of the duty on most foreign articles to a third or a fourth part of its present amount, would do more than anything else to promote the industry of the empire, to stimulate commerce, and to increase the customs' revenue. Now that the navigation of the Danube is being opened, a reduction of this sort is more than ever necessary. The introduction of a taste for the productions of foreigners is of all others the most likely means by which the long dormant energies, and immense productive capacities of Hungary, Transylvania, and the other eastern provinces of the empire may be stimulated and developed. Unluckily, however, the existing duties must either go far, by excluding foreign products, wholly to prevent the formation of such a taste in the countries referred to, or if they should be imported, it will only be in limited quantities, and through the agency of the smuggler. The latter derives employment and wealth from this vicious system; and were it intended for his advantage it might be said to be well contrived, and the means judiciously adapted to bring about the desired end. But it is utterly destructive of invention and industry, paralyses the manufactures it was intended to protect, and either annihilates all commerce, or makes it redound to the advantage only of those who trample on the laws. No system can be more completely at variance with the truly paternal intentions of the Austrian government; and its downfall may be expected the moment they become fully aware of its real nature and practical influence.

Table of Import, Export, and Transit Duties levied in the Austrian Empire on the following Articles as modified by the late Imperial Ordinance in force from the 1st Day of August, 1836.

Articles.	Duty in Austrian Money and Rates.				Duty in English Money and Rates.				
	Unit of Charge.	Import Duty.	Export Duty.	Transit. Duty.	Unit of Charge.	Import Duty.	Export Duty.	Transit Duty.	
		fl. k.	fl. k.	fl. k.		£. s. d.	£. s. d.	d.	
Arms, fire, all kinds	per 1 fl. value	0 12	0 0½	0 12	ad valorem	20 0 0	0 0 0 1-10	20	
Beef and all kinds of butchers' meat, fresh	gross centner	1 30	0 1½	0 2	125 1-3 lbs.	0 1 8	0 0 0 5-8	0 4-5	
salted	—	2 65	0 6	0 2	—	0 4 11	0 0 0 5-8	0 4-5	
from Hungary	—	1 40	0 3½	0 2	—	0 2 8	0 0 0 5-8	0 4-5	
Beer in casks	—	0 48	0 1	0 2	—	0 0 8 2-5	0 0 0 5-8	0 4-5	
bottles, kegs, &c. packed in casks or hampers	—	5 0	0 5	0 2	—	0 10 0	0 0 0 2	0 4-5	
not packed	per bottle	0 6	0 0½	0 2	per bottle	0 0 0 2 2-5	0 0 0 1-10	0 4-5	
Bells of bell-metal, or other common metals	nett centner	0 10			125 1-3 lbs.	0 0 4			
Books with permission of censorship	per 1 fl. value	0 36	0 0½	0 8	ad valorem	60 0 0	0 0 0 1-10	3 2-5	
Brass, and all compositions of brass with other than precious metals, raw or in blocks and bars	nett centner	8 20	0 6½	0 2	125 1-3 lbs.	0 16 8	0 0 0 5-8	0 4-5	
in plates, rolled, wire	—	15 20	0 12½	0 2	—	1 6 4	0 0 0 5	0 4-5	
wrought	—	60 0	0 25	0 8	—	6 0 0	0 0 0 10	3 2-5	
Coal (sea coal)	gross centner	15 0	0 25	0 2	—	1 10 0	0 0 0 10	0 4-5	
Coffee	nett centner	21 0	0 17½	0 5	—	2 2 0	0 0 0 7	2	
Copper, raw, rolled, plates, blocks	—	0 30	0 30	0 2	—	0 1 8	0 1 0	0 4-5	
wrought, as kettles, boilers, &c.	—	10 0	0 12½	0 5	—	1 0 0	0 0 0 5	2	
wire	—	15 0	0 12½	0 5	—	1 10 0	0 0 0 5	2	
Corn, wheat	gross centner	0 22½	0 1	0 2	—	0 0 9	0 0 0 2-5	0 4-5	
barley and oats	—	0 15	0 0½	0 2	—	0 0 6	0 0 0 3-5	0 4-5	
Indian corn	—	0 17	0 0½	0 2	—	0 0 6 4-5	0 0 0 3-5	0 4-5	
Rye and buck wheat	—	0 16	0 0½	0 2	—	0 0 6 2-5	0 0 0 3-5		
Cotton manufactures, all kinds	per 1 fl. value	0 36	2 p. cent.	0 27	ad valorem	60 0 0	0 0 0 1-10	0 4-5	
twist	nett centner	15 0	0 36	0 27	125 1-3 lbs.	1 10 0	0 0 1 8	10 4-5	
Earthenware, common	gross centner	7 30	0 6½	0 5	—	0 15 0	0 0 0 2 4-5	2	
Porcelain, all kinds	per 1 fl. value	0 36	0 0½	0 27	ad valorem	60 0 0	0 0 0 1-10	10 4-5	
Fire engines	nett centner	10 0	0 25	0 5	125 1-3 lbs.	1 0 0	0 0 10		
Fish: stockfish, codfish, herrings, &c. salted or cured	gross centner	2 6	0 5	0 5	—	0 4 0	0 0 2		
Glass: flint and crown glass wares, ordinary	—	8 0	0 25	0 2	—	0 12 0	0 0 10	0 4-5	
cut, all kinds, plates for looking glasses	—	0 40	0 4	0 2	—	0 13 4	0 0 1 3-5	0 4-5	
artificial brilliants	—	20 0	0 1	0 2	—	3 6 0	0 0 1 3-5	10 4-5	
Hats, beaver, silk, whalebone, and other stuffs, also, straw and ladies' hats and bonnets	—	30 0	0 4	0 2	—	5 0 0	0 0 1 3-5	0 4-5	
Indigo	each	7 0	0 1	0 27	each	0 2 0	0 0 0 2-5	10 4-5	
Instruments, mathematical, chirurgical, and optical	gross centner	7 30	1 52½	0 27	125 1-3 lbs.	0 15 0	0 3 9	10 4-5	
musical	per 1 fl. value	0 6	0 0½	0 2	ad valorem	10 0 0	0 0 0 1-10	0 4-5	
	—	0 12	0 0½	0 2	—	20 0 0	0 0 0 1-10	0 4-5	

Tariff.—*continued.*

Articles.	Duty in Austrian Money and Rates.				Duty in English Money and Rates.				
	Unit of Charge.	Import Duty.	Export Duty.	Transit Duty.	Unit of Charge.	Import Duty.	Export Duty.	Transit Duty.
		fl. kr.	fl. kr.	fl. kr.		L. s. d.	L. s. d.	d.
Iron, raw, in pigs	nett centner	2 24	0 48	0 2	123 1-3 lbs.	0 5 7 1-5	0 0 9 3-5	0 4-5
cast, wares of	—	5 24	0 2	0 2	—	0 10 9 3-5	0 0 1	0 4-5
hammered, in bars, rods	—	6 0	0 24	0 2	—	0 12 0	0 0 4	0 4-5
cast steel	—	5 30	0 2½	0 2	—	0 7 0	0 0 3 4-5	0 4-5
hammered steel	—	7 12	0 3	0 2	—	0 14 4 4-5	0 0 1 2-5	0 4-5
sheet iron	gross centner	9 36	0 6	0 2	—	0 19 2 2-5	0 0 1 3-5	0 4-5
tin	—	15 36	0 6½	0 2	—	1 11 2 2-5	0 0 2 4-5	0 4-5
steel and iron wire	nett centner	12 0	0 5	0 2	—	1 4 0	0 0 2	4 4-5
Ironmongery, as anchors, hammered, wares, ordinary rasps, files, &c.	—	12 0	0 5	0 2	—	1 4 0	0 0 2	0 4-5
locksmiths', tinsmiths', and spurmakers' work; also carriage springs and hoops, common	—							
locksmiths', &c. work, fine, and all fine polished hardware	per 1 fl. value	0 36	0 6½	0 12	ad valorem	60 0 0	0 0 0 1-10	4 4-5
fine files, needles, gravers' tools, &c.	nett lb.	0 12	0 0½	0 12	nett lb.	0 0 4	0 0 0 1-10	0 4-5
Lead, raw, in blocks	nett centner	6 18	0 24	0 2	123 1-3 lbs.	0 12 7 2-5	0 0 1 1-10	0 4-5
cast, as balls and shot	—	7 12	0 3	0 2	—	0 14 4 4-5	0 0 1 1-2	0 4-5
Leather, ox and cow hides, tanned	—	15 0	0 25	0 5	—	1 10 0	0 0 10	2
calves skins, tanned and dressed	—	35 0	0 50	0 5	—	3 10 0	0 1 8	2
Linens, knit, as stockings, gloves, &c.	nett lb.	6 0	0 0½	0 27	nett lb.	0 12 0	0 0 0 1-5	10 4-5
cambric	—	6 0	0 0½	0 27	—	0 12 0	0 0 0 1-5	10 4-5
ribands, tapes, galoons, &c.	—	2 30	0 0½	0 27	—	0 5 0	0 0 0 1-10	10 4-5
other fine woven linens	—	3 30½	0 0 1-8	0 27	—	0 6 8 1-5	0 0 0 1-20	10 4-5
Oil, olive	gross centner	4 0	0 10	0 2	123 1-3 lbs.	0 8 0	0 0 4	0 4-5
palm, cocoa-nut, lint, or hempseed oil	—	2 30	0 3½	0 2	—	0 5 0	0 0 2 3-5	0 4-5
fish or train oil	—	0 18	0 2½	0 2	—	0 0 7 2-5	0 0 0 3-5	0 4-5
pitch or tar oil	—	2 0	0 5	0 2	—	0 4 0	0 0 2	0 4-5
turpentine	—	2 0	0 5	0 2	—	0 4 0	0 0 2	0 4-5
Painters' colours, raw	—	0 25	0 5	0 2	—	0 0 10	0 0 2	0 4-5
prepared	—	3 30	0 0½	0 2	—	0 6 8	0 0 2	0 4-5
Papers, all kinds, except worked into articles of luxury	nett centner	3 30	0 4	0 2	—	0 6 8	0 0 1 1-8	4 4-5
Pewter and tin manufactures	per 1 fl. value	0 36	0 0½	0 12	ad valorem	60 0 0	0 0 0 1-10	4 4-5
Plate: gold and silver	1 gross lb.	0 24	0 2	0 12	per lb.	0 0 8	0 0 0 1-5	0 4-5
Playing cards	per dozen packs	0 36	—	0 1	per doz. packs	0 1 1 2-5	free	0 2-5
Salt	gross centner	prohibited	free	0 2	123 1-3 lbs.	prohibited	free	0 4-5
Silk, woven silks	nett lb.	10 0	0 15	0 27	nett lb.	1 0 0	0 0 0 3-5	10 4-5
Spermaceti and wax	gross lb.	0 36	0 6½	0 27	gross lb.	0 0 1 2-5	0 0 0 3-10	10 4-5
Spirits, distilled, in casks	gross centner	15 24	0 18	0 12	123 1-3 lbs.	1 6 8 2-5	0 0 6 3-5	4 4-5
in bottles	—	10 0	0 12½	0 12	—	1 0 0	0 0 5	4 4-5
Sugar, raw, for consumption	—	21 0	0 12½	0 2	—	2 2 0	0 0 4 3-5	4 4-5
for refining	—	14 0	0 11½	0 2	—	1 8 0	0 0 4 3-5	
refined and candid, all kinds	—	21 0	0 18½	0 3	—	2 2 0	0 0 7 2-5	0 4-5 2
Tobacco, in leaf	—	13 8	0 20	0 5	—	1 10 0	0 0 8	2
manufactured	—	40 0	0 5	0 5	—	4 6 0	0 0 2	2
Wines: cape wine, French, Spanish, and German wines, in casks, &c.	—	15 0	0 2	0 2	—	1 10 0	0 0 0 4-5	0 4-5
in bottles	per bottle	0 30	0 0	0 2	per bottle	0 1 0		0 4-5
Woods: dyewoods, in blocks or pieces	nett centner	0 12½	0 5	0 2	123 1-3 lbs.	0 0 5	0 0 2	0 4-5
Woollen manufactures, all kinds	per 1 fl. value	0 36	0 0½	0 27	ad valorem	60 0 0	0 0 0 1-10	1 4-5

The Diminutions of Import Duty in the foregoing Tariff, as compared with the preceding, are:—

		Old Duty.	New Duty.	Decrease.
		fl. kr.	fl. kr.	fl. kr.
Beer in bottles	per gross centner	5 0	1 0	4 0
Brass, in bars or blocks	nett cent.	26 24	8 20	18 4
plates, rolled, and wire	—	45 36	13 20	32 16
Copper, wrought, as kettles, &c.	—	33 0	10 0	23 0
wire	—	50 0	15 0	35 0
Earthenware	gross cent.	15 0	7 30	7 30
Fire-engines	—	60 0	10 0	50 0
Glass-ware, ordinary	—	18 0	6 40	11 20
Hats, all kinds	each	3 6	1 0	2 6
Plate, gold and silver	1 fl. value	0 36	per lb. 24	
Wine, cape, Spanish, &c.	gross cent.	36 0	18 0	21 0

One Vienna pound = 1·237 lb. avoirdupois, hence the centner of 100 Vienna pounds = 123·5 or 123¼ lb. avoirdupois.

The Austrian florin of the standard of 20 to the Cologne mark, is almost exactly 2 shillings sterling.

In the Lombardo Venetian kingdom, the centner of 100 kilogrammes is still the weight used in levying the duty the difference between 100 kilogrammes = 178·8 lb. of Austria being allowed.—(We are indebted for the above valuable Table to the *Shipping Gazette, of the 9th of December*, 1836.)

BANKS.

BANK OF ENGLAND. — Account of the Issues, Securities, and Bullion, of the Bank of England, as published in the Gazette, from the Commencement of the Publication to the present Time; distinguishing Gold from Silver.

Averages in the Quarters ending	Circulation.	Deposits.	Securities.	Bullion.	
				Gold.	Silver.
	£	£	£	£	£
29 July, 1834	19,110,000	15,675,000	28,502,000	8,147,000	451,000
26 August, —	19,147,000	15,384,000	28,679,000	7,930,000	342,000
23 September, —	19,126,000	14,754,000	28,691,000	7,460,000	235,000
21 October, —	18,914,000	13,514,000	27,840,000	6,951,000	172,000
18 November, —	18,694,000	12,669,000	27,138,000	6,589,000	192,000
16 December, —	18,304,000	12,256,000	26,362,000	6,499,000	221,000
13 January, 1835	18,012,000	12,585,000	25,890,000	6,489,000	252,000
10 February, —	18,029,000	12,535,000	26,482,000	6,431,000	262,000
10 March, —	18,311,000	12,281,000	26,637,000	6,274,000	262,000
7 April, —	18,591,000	11,289,000	26,228,000	6,064,000	265,000
5 May, —	18,542,000	10,726,000	25,764,000	5,928,000	269,000
2 June, —	18,460,000	10,568,000	25,362,000	5,875,000	275,000
30 June, —	18,315,000	10,954,000	25,678,000	5,935,000	284,000
28 July, —	18,322,000	11,561,000	26,244,000	5,935,000	288,000
25 August, —	18,340,000	12,308,000	26,964,000	6,039,000	287,000
22 September, —	18,240,000	13,230,000	27,888,000	5,987,000	274,000
20 October, —	17,930,000	14,227,000	28,661,000	5,913,000	268,000
17 November, —	17,549,000	16,189,000	30,669,000	5,998,000	307,000
15 December, —	17,221,000	17,729,000	31,048,000	6,257,000	369,000
12 January, 1836	17,262,000	19,169,000	31,954,000	6,625,000	451,000
9 February, —	17,427,000	18,366,000	31,022,000	6,957,000	514,000
8 March, —	17,739,000	16,986,000	29,806,000	7,153,000	548,000
5 April, —	18,063,000	14,751,000	27,927,000	7,239,000	562,000
3 May, —	18,154,000	13,747,000	27,042,000	7,214,000	568,000
31 May, —	18,051,000	13,273,000	26,534,000	7,088,000	575,000
28 June, —	17,899,000	13,810,000	27,158,000	6,784,000	578,000
26 July, —	17,940,000	14,495,000	28,315,000	6,351,000	575,000
23 August, —	18,061,000	14,795,000	29,345,000	5,765,000	559,000
20 September, —	18,147,000	14,118,000	29,406,000	5,211,000	508,000
18 October, —	17,936,000	13,324,000	28,845,000	4,810,000	447,000
15 November, —	17,543,000	12,682,000	28,134,000	4,553,000	375,000
13 December, —	17,361,000	13,330,000	28,971,000	4,545,000	

BANK OF IRELAND. — Return of the Amount of the Notes of the Bank of Ireland (including Bank Post Bills) in Circulation at the undermentioned Periods. — (*Parl. Paper*, No. 435. Sess. 1834.)

	£ s. d.		£. s. d.
1832. June 7. -	3,975,222 7 5	1834. January 2.	3,290,841 7 6
1833. January 3.	4,245,528 10 11	June 5. -	3,791,951 19 4
July 4. -	3,790,633 7 7		

BANKS, JOINT STOCK — *Increase of.* — Since the publication of the 2d edition of the *Dictionary*, in 1834, an extraordinary increase has taken place in the number of joint stock banks, both in Great Britain and in Ireland. It appears from the official return, dated the 4th of July, 1833 (*Dict.*, p. 99.), that there were then 34 joint stock banks established in England and Wales; but it appears from the subjoined account, dated the 26th of November, 1836, that the number of joint stock banks had, in the interval, been very nearly trebled, or had increased to 101; and it is deserving of notice, that a very large proportion of this rapid increase had taken place during the previous part of the year 1836. The progress of the system has been as follows: —

In 1826, there were registered - - 3	In 1830, there were registered - - 1	In 1834, there were registered - - 10
1827 — - 4	1831 — - 9	1835 — - 9
1828 — - 0	1832 — - 7	To 26 Nov. 1836 - 42
1829 — - 7	1833 — - 9	Total - 101

We should, however, form a very inadequate idea of the extension of the joint stock banking system, if we measured it merely by the increase in the number of banks, as stated above. Many of the older banks, and even of those established within the present year (1836), have from 30 to 40 or more branches, or subordinate establishments; and, as these carry on all sorts of banking business, and are frequently very far removed from the head office, and from each other, they should really be regarded as so many separate banks, so that the number of the latter is incomparably greater than, at first sight, it may appear to be.

Proceedings of Joint Stock Banks. — We regret, however, to have to state that the solidity of the system seems by no means to correspond with its power of extension. Though the joint stock banks universally almost profess to have immense nominal capitals, their actually *paid up* and really available capitals are, in many instances, very limited indeed; and it is by no means clear, did any thing occur to render it necessary that they should call for any considerable additional proportion of their nominal capital, that the call could be responded to by the proprietary of some of them without great

difficulty, if at all. They seem, also, speaking generally, to have been infinitely more anxious to increase their business, than to provide for that security which ought to be the paramount consideration. Hence the inordinate multiplication of their branches, and hence, also, the extent to which many of them have carried the abusive and dangerous practice of *rediscounting*. Nearly four fifths of the joint stock banks issue notes; and the subjoined account shows that their issues, which amounted to 1,783,689*l.* on the 27th of September, 1834, amounted to 3,969,121*l.* on the 24th of September, 1836. This, no doubt, is an extraordinary increase, more especially when contrasted with the issues of the Bank of England, which were reduced more than a million during the same interval; and must have had a powerful effect in producing that redundancy of the currency, and drain upon the Bank for gold, that has recently taken place. We should, however, fall into the greatest imaginable error, if we measured the influence of the joint stock banks upon the currency by the mere amount of their notes in circulation. These really constitute but a very small portion of their obligations. Most of them have been in the habit of trading, not on their own capital, or on the deposits made with them; but on credit obtained in the metropolis and elsewhere. Instead of retaining the bills, and other securities they have discounted, in their coffers till they are paid, many banks have been in the habit of immediately forwarding them to London to be rediscounted at a lower rate of interest. This practice has been carried to an extent that would not readily be imagined by any one not pretty well acquainted with the circumstances. But, though recourse may properly enough be had to assistance of this sort on extraordinary occasions, no bank can be justly said to be established on sound, or to be conducted on safe, principles, that trusts habitually to such accommodation. It is always at the mercy of circumstances over which it has no control, and is not really more secure than a house of cards. While pecuniary accommodation may be had readily in the metropolis, the system goes on smoothly; but should prices begin to give way, or credit sustain any sort of shock, distrust takes the place of confidence, and the usual supplies are no longer to be had. The provincial banks being in consequence disabled from making their ordinary advances to their customers, the latter are necessarily involved in difficulties that are frequently as injurious to the banks as to themselves. Such has hitherto been the invariable result of the abuse of banking, or of the granting of undue facilities for the obtaining of credit; and, instead of being lessened by the formation of joint stock banks, they seem to have materially increased the chances of such disasters in future. The circumstances connected with the difficulties in which the Northern and Central Bank of England, and some of the other joint stock banks, have recently been involved, sufficiently illustrate what has now been stated; but they are too well known to our readers to require to be recapitulated here.

But there are other and, if possible, still more suspicious circumstances connected with the existing joint stock banking system. The shares in the greater number of the recently formed and projected banks are very small, few being above 50*l.*, while others are only 25*l.*, and some not more than 10*l.*, and even 5*l.*! Generally, too, it is understood, or rather it is distinctly set forth in the prospectus, that not more than 5, 10, or 20 per cent. of these shares is to be called for; so that an individual who has 10*s.* or 20*s.* to spare may become a shareholder in a bank. And, owing to a practice, or rather a flagrant abuse, introduced into the management of various banks, by which they make large advances or discounts on the credit of the stock held by the shareholders, not a few individuals in doubtful, or even desperate, circumstances take shares in them in the view of obtaining loans and bolstering up their credit! The great danger arising from such banks is obvious; and were one of them to stop payment, it is plain, even though the claims on it should be ultimately made good, that they could be so only at the cost, and, perhaps, ruin of such of its proprietors as had abstained from the abusive practices resorted to by others. It may well, indeed, excite astonishment, that any one who can really afford to make a *bonâ fide* purchase of shares in a bank should be foolhardy enough to embark in such concerns.

Report of Committee of 1836. — A knowledge of the circumstances now stated, and of the sort of agency by which certain joint stock banks had been established*, having been pretty generally diffused, a secret committee was appointed by the House of Commons, in 1836, to inquire into the operation of the act 7 Geo. 4. cap. 46., permitting the establishment of joint stock banks; and whether it was expedient to make any alteration in its provisions. The report of this committee, and portions of the evidence taken before it, have since been published, and confirm all the conclusions of those who had contended that the existing system required material amendment. The committee state that, —

* For instances of this, see *Edinburgh Review*, No. 128. art. 6., and the account of the Norwich Bank in the evidence taken by the Secret Committee.

"Subject to the local restrictions imposed for the protection of the privilege of the Bank of England, it is open to any number of persons to form a company for joint stock banking, whether for the purpose of deposit, or of issue, or of both.

"1. The law imposes on the joint stock banks no preliminary obligation beyond the payment of a licence duty, and the registration of the names of shareholders at the Stamp Office.

"2. The law does not require that the deed of settlement shall be considered or revised by any competent authority whatever; and no precaution is taken to enforce the insertion in such deeds of clauses the most obvious and necessary.

"3. The law does not impose any restrictions upon the amount of nominal capital. This will be found to vary from 5,000,000*l.* to 100,000*l.*; and in one instance an unlimited power is reserved of issuing shares to any extent.

"4. The law does not impose any obligation that the whole or any certain amount of shares shall be subscribed for before banking operations commence. In many instances banks commence their business before one half of the shares are subscribed for, and 10,000, 20,000, and 30,000 shares are reserved to be issued at the discretion of the directors.

"5. The law does not enforce any rule with respect to the nominal amount of shares. These will be found to vary from 1,000*l.* to 5*l.* The effects of this variation are strongly stated in the evidence.

"6. The law does not enforce any rule with respect to the amount of capital paid up before the commencement of business. This will be found to vary from 10*l.* to 5*l.*

"7. The law does not provide for any publication of the liabilities and assets of these banks, nor does it enforce the communication of any balance-sheet to the proprietors at large.

"8. The law does not impose any restrictions by which care shall be taken that dividends are paid out of banking profits only, and that bad or doubtful debts are first written off.

"9. The law does not prohibit purchases, sales, and speculative traffic on the part of these companies in their own stock, nor advances to be made on the credit of their own shares.

"10. The law does not provide that the guarantee fund shall be kept apart and invested in government or other securities.

"11. The law does not limit the number of branches or the distance of such branches from the central bank.

"12. The law is not sufficiently stringent to insure to the public that the names registered at the Stamp Office are the names of persons *bonâ fide* proprietors, who have signed the deed of settlement, and who are responsible to the public.

"13. The provisions of the law appear inadequate, or, at least, are disregarded, so far as they impose upon banks the obligation of making their notes payable at the places of issue.

"All these separate questions appear to your committee deserving of the most serious consideration, with a view to the future stability of the banks throughout the United Kingdom, the maintenance of commercial credit, and the preservation of the currency in a sound state."

Remedial Measures that should be adopted. — We do not, however, think that it would be at all necessary, in providing for a secure system of joint stock banking, to make any regulations with respect to many of the points noticed by the committee as to which the law is silent. At present, every partner in a joint stock bank is liable to the public for the whole debts of the firm; and this may be truly said to be the cardinal principle of the system, and without which it would be an unmixed evil. No individual should, however, by merely withdrawing from a joint stock concern, get rid of his liabilities in connection with it. To prevent fraud, and to insure due caution, these ought to continue for a period of three years at least after he has publicly withdrawn his name. The public, too, are clearly entitled to know the partners in joint stock associations, that is, to be informed who the individuals are with whom they are dealing, and who are responsible to them. But, unluckily, no effective means are taken for supplying the public with this necessary information, or, consequently, of properly discriminating between one establishment and another. The act of 1833 (3 & 4 Will. 4. c. 83.) directed that an account of the places where they carry on business, and of the names and residences of the partners, should be quarterly transmitted to the Stamp Office. But doubts have been entertained as to the correctness of these returns, and comparatively little use has been, or, indeed, can be, made of them. The accounts of the names and residences of the proprietors are not published; but are carefully secluded from the public eye in the repositories of Somerset House! It is true that these lists may be seen by those who choose to apply at the office, for a small fee, and that certified copies may be procured at no great expense. But few know that such returns exist; and fewer still have the opportunity, or think of availing themselves of them as sources of information. To render them of any real utility, they should be brought under the public eye, by being hung up in the offices of the banks to which they refer, and periodically published in the newspapers of the places where they carry on business. By this means the public would know exactly to whom they had to look, and would act accordingly. They would not be deceived, as they are liable to be at present, by supposing that, because a bank has a number of partners, some of them must be opulent and trustworthy. They would know the precise state of the fact; and if it were seen, from the quarterly returns, that opulent and intelligent individuals were withdrawing from any bank, every one would be put on his guard, and would naturally conclude that the parties had very sufficient reasons for quitting the concern. Thus far publicity may be made effectual, and would be of the very greatest importance. Neither is it possible to allege a single plausible objection to this proposal. It interferes in no degree, nor in any way, with the proceedings of the parties: all that it does is to declare who and what they are; and to this degree of publicity no honest man will ever object.

But we have great doubts whether it be possible to carry publicity farther than this. The committee state that "the law does not provide for any publication of the liabilities

and assets of these banks, nor does it enforce the publication of any balance-sheet to the proprietors at large;" and it has been proposed to compel the periodical publication of a statement of this sort: but it is very questionable whether any such publication would not be a great deal worse than useless. It is not proposed that commissioners should be appointed to inspect the accounts of the different banks, and to see that the returns are accurate: this would be too inquisitorial, too cumbrous, and too costly a plan to be thought of for a moment. There would be nothing for it, in fact, but to trust entirely to the *honour* of the parties! Hence, in all cases in which a disclosure would be really useful, the publication of an account of assets and liabilities would afford the means of deceiving the public, and of representing a bankrupt concern as being in a prosperous condition. Supposing, however, that the parties were, in all instances, perfectly honest, still the publication of a balance-sheet would be good for nothing. Every one knows how sanguine people are in relation to their own affairs; and that debts and obligations that other parties would hardly reckon worth any thing, are estimated by them as if they were so much bullion. But, independently of this, the futility of the thing is obvious. A bank with a capital of 100,000*l.* discounts bills and other obligations to the extent, perhaps, of 300,000*l.* or 400,000*l.*; the fact that it has discounted them shows that it believes these bills and obligations to be good; and they will, consequently, be reckoned among its assets. But should a revulsion take place, or any circumstance occur to shake credit, these bills may not be worth 100,000*l.*; and those who have dealt with the bank, on the hypothesis of its having capital and assets more than enough to meet all its obligations, will find, to their cost, that it is not possessed of a single shilling, but is, on the contrary, some 200,000*l.* or 300,000*l.* worse than nothing!

The committee seem to think that some regulation should be enacted, providing that a certain portion of its capital should be paid up before a bank begins business. But we incline to think that the better way would be to prohibit all advertising of *nominal* capitals; and to enact that the capital actually paid up, whatever its amount, shall always be represented as, and held to be, the capital of the bank. But though such a regulation were made, there would be no security that the capital said to have been paid up had really been paid into the coffers of the bank, or that, if received, it had not again been lent out, in one way or another, to the partners. Perhaps it might be good policy to enact that no shares should be issued under a certain sum, as 50*l.*; and that no loans should be made to the partners on the credit of their stock. But we should not be inclined to lay much stress on the first regulation, and the latter might, and no doubt would, be defeated in a thousand ways.

We are decidedly hostile to a proposition we have heard mooted, and which seems to be countenanced by the committee, for obliging all banks to establish a guarantee fund; that is, for obliging them to accumulate a *portion of their profits* as a reserve stock. But where is the security that such reserve would be always deducted from profits? The truth is, that bankrupt and fraudulent concerns, and none else, would gain by such a regulation; inasmuch as it would enable them, by appearing to be prosperous, the better to deceive the public, and to blind them as to the real state of their affairs. It is, plainly, worse than absurd to depend on guarantees that cannot be enforced, and which, consequently, must be good for nothing. The knowledge of who the partners are in a bank, and their unlimited responsibility, are the only securities that, speaking generally, are good for anything. If these cannot protect the public from fraud and loss, nothing else will; and the question will come to be, not whether the system should be reformed, but whether it ought to be entirely abolished.

We have already noticed the extraordinary multiplication of branch banks all over the country; and it is not very difficult to discover why banks of issue, at least, are so very anxious about the establishment of these outworks. They are bound, it seems, by the present law to pay their notes *only at the parent establishment*; so that, by issuing them at a branch bank, perhaps a hundred miles distant from the head bank, the chances are ten to one that they will continue for a much longer period in circulation, and that they will consequently be able to carry on business with a much less amount of capital, than if they were, as they ought to be, obliged to pay their notes at the branches as well as at the principal office. It is obvious, indeed, that the convertibility of the paper, even of first class banks, into either cash or Bank of England notes, is at present exceedingly imperfect; and that very great facilities are afforded for getting the worst class of notes into circulation, and for keeping them afloat, even after their quality may be suspected. This defect in the law ought, undoubtedly, to be amended, by obliging all banks that issue notes to pay them indifferently at any of their offices. But we incline to think that parliament might go further than this; and that it should enact that no branch be established, whether for the issue of notes, or otherwise, beyond a certain distance (say fifty miles) from the head office.

Several of the points recapitulated by the committee, as to which the law is silent, respect the rights and interests of the partners in joint stock banks, in relation to each other, and not as between them and the public. But it is always a very difficult matter to interfere to dictate the footing on which parties in any undertaking should stand among themselves. Much should, in such cases, be left to the judgment of the parties; and public regulations, if enforced at all, should only go to prevent obvious and acknowledged abuse: the parties may, in most cases, be safely left to take care of themselves. The protection of the public interest is the paramount consideration; and we do not well know what can be done to effect this, in the case, at least, of such banks as do not issue notes, other than the making known who their partners are.

Suppression of the Notes of Country Banks. — The Committee have, we are sorry to say, omitted all reference to what is by far the most prominent evil in our banking system — we mean the power conceded to all private and joint stock banks and companies, whether with or without property or character, to issue paper money or notes payable on demand, without let or hindrance of any sort. We have elsewhere endeavoured to show (*Dictionary*, p. 66.) that parties issuing notes ought, in all cases, to be obliged to give security for their issues; but further experience and reflection have satisfied us that this, though a vast improvement on the existing system, would not be enough, and that nothing will suffice short of the abolition of all private notes. Till this be done, or till the sole power of issuing paper money be committed to the Bank of England, or to some one body, the country will necessarily be exposed to those perpetually recurring fluctuations in the quantity and value of money that are productive of the most pernicious consequences, and which go far, indeed, to impart to all industrious undertakings a sort of gambling character. At present, the currency is supplied by hundreds of individuals and bodies, all actuated by different and frequently conflicting views and interests. The issues of the Bank of England are wholly governed, as those of the empire ought to be, by the state of the exchange, or rather by *the influx and efflux of bullion* — increasing when it flows into, and decreasing when it flows out of, the country. But the issues of the provincial banks are not regulated by any such standard, but exclusively by the state of credit and prices in the district in which they happen to be situated. If their managers suppose that these are good or improving, they rarely hesitate about making additional issues. Hence, when the state of the exchange, and the demand on the Bank of England for bullion, show that the currency is redundant, and ought to be contracted, the efforts of the Bank to effect its diminution are often impeded, and met by a contrary action on the part of the country banks. This, in fact, has been very remarkably the case during the last few months. The excessive multiplication of joint stock banks, the great additions they made to the amount of notes afloat, and the still greater addition they made to the number of bills, checks, and other substitutes for money, occasioned a redundancy of the currency, a fall of the exchange, and a drain upon the Bank for gold. But while the Bank of England was narrowing her issues by supplying the exporters of bullion with gold in exchange for notes, the country banks went on increasing their issues! What the former did, by contracting, on the one hand, the latter more than undid, by letting out on the other. The vacuum created by the withdrawal of Bank of England paper was immediately filled up, and made to overflow, by the issue of a more than equal amount of provincial paper; so that, had it not been for the rise in the rate of interest, and the other repressive measures adopted by the Bank, the probability is, that she might have gone on paying away bullion for notes, till she was drained of her last sixpence, without, in any degree, affecting the exchange! But this is not all. Not only do the country banks almost universally increase their issues when they ought to be diminished, but the moment they are compelled to set about their reduction, they run headlong into the opposite extreme. The cry of *sauve qui peût* then becomes all but universal; and, provided they succeed in securing themselves, little attention is usually paid to the interests of those they have taught to look to them for help.

Were the Bank of England the sole issuer of notes, she would be able to regulate the currency without the least difficulty, and without pressing more upon London than upon any other part of the country. If from any circumstances the currency became redundant, and there were a drain upon the Bank for gold, then as there would be no other description of paper to come into the place of that brought to the Bank to be exchanged for gold, the currency would be in so far contracted, and the drain checked, without the reduction being carried beyond the required limit. But at present the efforts of the Bank, or rather of the public, who carry notes to her for payment, to effect a contraction of the currency, are, in the first instance, invariably counteracted by the country banks; and when the latter, in consequence of the increasing difficulty of obtaining pecuniary accommodation in London are, in the end, obliged to pull up, the chances are ten to one that the contraction is carried to an improper extent. A re-

vulsion of this sort seldom occurs without destroying some of the provincial banks; and the alarm, or, it may be, panic, that is, in consequence apt to be produced, may be very injurious to the best established and best managed banks, and even to the Bank of England herself. In fact, we have no idea that it will be possible for the latter and the country banks to go on together on their present footing. As matters now stand, the Bank of England may be brought at any time into the greatest jeopardy by the proceedings of parties over whom she has no sort of control. The over issue of the provincial banks, by depressing the exchange, drains the Bank of gold; and then their discredit, and, perhaps, failure, may, by exciting a panic, bring her to a stand still! Provided banks of deposit be established on sound principles, there cannot be too many of them. But it is quite otherwise with banks of issue. The more they are multiplied the greater is the chance of fluctuation in their issues, and consequently in prices, credit, and so forth. Had the Bank of England been the sole issuer of paper, the crash of 1825-26, and the difficulties of the past year, never would have been heard of. They grew entirely out of the competition and proceedings of the provincial banks, and are in no degree whatever ascribable to any thing else, domestic or foreign.

Private Banks. — It may be thought, perhaps, that the unprecedented increase in the number of joint stock banks will have been productive of a corresponding decline in the number of private banks, or of those having six partners or under: but such has not been the case. The latter, no doubt, have decreased, some having been abandoned, while others have been converted into joint stock banks, but not to the extent that might have been anticipated. In 1833, 598 licences were granted to private banks; in 1834, 580, in 1835, 579, and in the present year (1836), down to the 18th of June, 559 licences had been granted. The issues of the private banks are seen in the table below:-

I. Official Return of all Places where United or Joint Stock Banks have been established under the Act 7 Geo. 4. c. 46.; with the Dates when such Banks respectively were established, and the Number of Partners therein, down to the 26th of November, 1836. Subjoined is the paid up Capital of certain Banks, according to the Returns rendered to the Secret Committee of 1836.

Places.	Name of the Bank.	Date when established.	Number of Partners.	Paid up Capital. £ s. d.
Ashton-under Lyne	Ashton, Staleybridge, Hyde, and Glossop Bank.	18 June, 1836	398	†
Barnsley	*Barnsley Banking Company	25 Jan. 1832	118	95,150 0 0
Birmingham	*Bank of Birmingham	2 Aug. 1832	127	79,785 0 0
Liverpool	Bank of Liverpool	25 April, 1831	141	258,100 0 0
Manchester, Stockport, Bolton, and Newton	*Bank of Manchester	19 Mar. 1829	552	500,000 0 0
Carmarthen	*Bank of South Wales	26 Feb. 1835	7	
Stockport	Bank of Stockport	5 May, 1830	390	31,850 0 0
Walsall and Cannock	*Bank of Walsall and South Staffordshire.	10 Aug. 1835	112	25,000 0 0
Kendal and Ulverston	*Bank of Westmoreland	8 June, 1833	154	20,950 0 0
Bilston	*Bilston District Banking Company.	31 Aug. 1836	146	
Birmingham	Birmingham and Midland Bank.	18 Aug. 1836	222	
Birmingham	Birmingham Town and District Banking Company.	4 July, 1836	314	
Birmingham	Birmingham Banking Company	30 Sept. 1829	311	50,000 0 0
Bolton	Bolton Joint Stock Banking Company.	30 May, 1836	165	
Bradford	*Bradford Banking Company	7 July, 1827	173	77,800 0 0
Ditto	*Bradford Commercial Joint Stock Banking Company	27 Feb. 1833	160	44,100 0 0
Bristol	*Bristol Old Bank	16 June, 1826	8	
Bury	Bury Banking Company	14 June, 1836	104	
Bury and Heywood	Bury and Heywood Banking Company.	17 Sept. 1836	48	
Carlisle and Wigton	*Carlisle and Cumberland Banking Company.	8 Oct. 1836	222	
Cheltenham	Cheltenham and Gloucestershire Bank.	19 May, 1836	99	15,000 0 0
Chesterfield	*Chesterfield and North Derbyshire Banking Company.	21 Dec. 1831	98	23,200 0 0
Manchester, Preston, Burnley, Skipton, Birmingham, Chester, Leek, Burslem, Liverpool, Blackburn, Ashbourn, Rochdale, Shrewsbury, Ellesmere, Uttoxeter, Whitchurch, Hanley, Newport, and Ludlow.	Commercial Bank of England	1 July, 1834	441	260,005 0 0

* The banks to which an asterisk (*) is prefixed, issue notes payable to bearer on demand.
† Where blanks are left no returns have been made.

Table I.—*continued.*

Places.	Name of the Bank.	Date when established.	Number of Partners.	Paid up Capital.
				£. s. d.
Gloucester, Cheltenham, Burford, Cirencester, Farmington, Tetbury, and Dursley.	*County of Gloucester Bank.	1 Aug. 1836	273	
Coventry - - -	Coventry and Warwickshire Banking Company.	13 Dec. 1825	261	35,000 0 0
Ditto - - -	Coventry Union Banking Company.	12 May, 1836	158	28,050 0 0
Workington, Cockermouth, Maryport, Wigton, Carlisle, and Penrith.	*Cumberland Union Banking Company.	18 Mar. 1829	152	
Darlington, Stockton, Stokesley, Barnard Castle, Northallerton, Bedale, Egglestone, Durham, Masham, Yarm, Thirsk, Hartlepool, Gisborough, Bishop's Auckland, Brough and Staindrop.	*Darlington District Joint Stock Banking Company.	22 Dec. 1831	247	55,425 0 0
Derby, Ashbourn, and Belper -	*Derby and Derbyshire Banking Company.	25 Dec. 1833	204	20,000 0 0
Plymouth, Devonport, Kingsbridge, Totness, Bodmin, Ashburton, St. Austell, Liskeard, Dartmouth, Newton Abbot, Exeter, and Columpton.	*Devon and Cornwall Banking Company.	31 Dec. 1831	147	40,280 0 0
Dudley and Westbromwich -	*Dudley and Westbromwich Banking Company.	20 Dec. 1833	190	20,025 0 0
Norwich, Great Yarmouth, Ipswich, Swaffham, Lynn, East Dereham, Foulsham, Fakenham, Harleston, Eye, Saxmundham, Bungay, Watton, Lowestoft, Beccles, Diss, Bury St. Edmund's, North Walsham, and Framlingham.	*East of England Bank.	27 Feb. 1836	534	75,752 10 0
Swansea and Neath -	Glamorganshire Banking Company.	8 Sept. 1836	82	
Gloucester - - -	Gloucester County and City Bank.	31 Dec. 1834	23	19,720 0 0
Gloucester, Stroud, Newnham, Evesham, Tewkesbury, Cheltenham, Newent, Camden, Alcester, Pershore, Redditch, Blockley, Moreton, Cirencester, and Winchcomb.	*Gloucestershire Banking Company.	28 June, 1831	265	100,000 0 0
Halifax and Huddersfield - -	Halifax and Huddersfield Union Banking Company.	20 June, 1836	404	
Halifax - - -	Halifax Commercial Banking Company.	21 June, 1836	172	
Ditto - - -	*Halifax Joint Stock Banking Company.	11 Nov. 1829	178	39,225 0 0
Southampton, Fareham, Rumsey, and Stockbridge.	*Hampshire Banking Company	29 April, 1834	141	24,170 0 0
Helston - - -	*Helston Banking Company.	4 Aug. 1836	9	
Hereford, Ross, Leominster, Ledbury, Kington, Hay, Monmouth, Coleford, Bromyard, and Abergavenny.	*Herefordshire Banking Company.	5 Aug. 1836	200	
Holywell and Mold - -	*Holywell Bank, North Wales	11 Nov. 1824	7	
Huddersfield, Holmfirth, and Brighouse.	*Huddersfield Banking Company.	7 June, 1827	335	65,000 0 0
Hull, Barton, Beverley, Brigg, Gainsborough, Goole, Grimsby, Lincoln, Louth, South Cave, Caistor, Market Rason, Retford, Howden, Snaith, and Market Weighton.	*Hull Banking Company -	30 Nov. 1833	247	42,200 0 0
Knaresborough, Ripon, Wetherby, Easingwold, Hemsley, Thirsk, Boroughbridge, Masham, Pateley Bridge, Otley, and Harrogate.	*Knaresborough and Clare Banking Company.	14 Sept. 1833	160	
Lancaster, Ulverstone, and Preston.	*Lancaster Banking Company	9 Oct. 1826	127	48,600 0 0
Leamington Priors - -	*Leamington Bank - -	8 May, 1835	157	25,710 0 0
Leamington Priors, Southam, Warwick, Kenilworth, and Banbury.	*Leamington Priors and Warwickshire Banking Company.	27 Aug. 1835	135	22,020 0 0
Leeds - - - -	*Leeds Banking Company -	22 Nov. 1832	451	116,100 0 0
Ditto - - - -	Leeds Commercial Banking Company.	21 June, 1836	220	
Leeds, Harrogate, Pudsey, Heckmondwicke, and Bradford	*Leeds and West Riding Banking Company.	28 Nov. 1835	161	45,000 0 0
Leicester, Ashby-de-la-Zouch, Hinckley, Market Harborough, and Melton Mowbray.	*Leicestershire Banking Company.	28 Aug. 1829	101	47,865 0 0
Carlisle - - -	*Leith Banking Company -	23 Nov. 1827	9	

Table I.—*continued.*

Places.	Name of the Bank.	Date when established.	Number of Partners.	Paid up Capital.
				£ s. d.
Lichfield, Rugeley, and Tamworth	Litchfield, Rugeley, and Tamworth Banking Company.	21 Nov. 1835	28	26,000 0 0
Lincoln, Gainsborough, Louth, Horncastle, Brigg, Market Rasen, Caistor, Sleaford, Alford, Spilsby, Epworth, Grimsby, Partney, and Retford.	*Lincoln and Lindsay Banking Company.	10 Aug. 1833	230	20,000 0 0
Liverpool - - -	Liverpool Borough Bank -	28 June, 1836	309	
Ditto - - -	Liverpool Commercial Banking Company.	29 Dec. 1832	263	244,400 0 0
Ditto - - -	Liverpool Tradesmen's Bank	22 Mar. 1836	542	46,050 0 0
Ditto - - -	Liverpool United Trades' Bank	12 May, 1836	319	
Manchester, Liverpool, Oldham, Warrington, Ashton-under-Lyne, Bury, Blackburn, Wigan, Preston, Staleybridge, Rochdale, Hyde, Stockport, Nantwich, Hanley, Stafford, Burslem, Leek, Lane-End, Cheadle, Rugeley, Market Drayton, and Glossop.	*Manchester and Liverpool District Bank.	26 Nov. 1829	1,054	749,670 0 0
Manchester - - -	Manchester and Salford Bank	15 June, 1836	255	
Huddersfield, Dewsbury, Wakefield, and Bradford.	*Mirfield and Huddersfield Banking Company.	29 Dec. 1832	263	
Newport, Ponty-Pool, Usk, Chepstow, and Cardiff.	Monmouthshire and Glamorganshire Banking Company.	28 July, 1836	260	
Nottingham - -	*Moore and Robinson's Nottinghamshire Banking Company.	12 July, 1836	28	
Aberystwith, Birmingham, Brecon, Llandovery, Hay, Bath, Shepton Mallet, Boston, Castle Cary, Somerton, Bideford, Southmolton, Torrington, Bury St. Edmund's, Cheltenham, Cardiff, Bridge-End, Dursley, Gloucester, Hereford, Honiton, Stowmarket, Ipswich, Woodbridge, Lichfield, Rugby, Tiverton, Walsall, Wisbeach, Whittlesea, Chatteris, Long Sutton, Worcester, Ledbury, Wottonunder-Edge, Yarmouth, Bristol, Norwich, Leicester, and Dolgelly.	*National Provincial Bank of England.	27 Dec. 1833	487	250,000 0 0
Newcastle-upon-Tyne -	*Newcastle Commercial Banking Company.	16 July, 1836	518	
Newcastle-upon-Tyne, North and South Shields, Sunderland, and Durham.	*Newcastle, Shields, and Sunderland Union Joint Stock Banking Company.	11 July, 1836	435	
Newcastle-upon-Tyne - -	Newcastle-upon-Tyne Joint Stock Banking Company.	27 June, 1836	136	
Norwich, Swaffham, Foulsham, East Derehan, Fakenham, Lynn, Harleston, Bungay, and Watton.	*Norfolk and Norwich Joint Stock Banking Company.	31 Mar. 1827	125	
Liverpool, Dolgelly, Bangor, Machynileth, Aberystwith, Holywell, Wrexham, Pwllheli, Bala, Denbigh, Oswestry, Llanidloes, Ruthin, Llanroost, Festiniog, Mold, Newtown, St. Asaph, Chester, Caernarvon, Llangefni, Conway, Welchpool, and Amlwch.	North and South Wales Bank	30 April, 1836	526	25,000 0 0
Newcastle-upon-Tyne, Sunderland, North Shields, Berwick upon Tweed, Morpeth, Hexham, South Shields, Durham, and Bishop's Auckland.	North of England Joint Stock Banking Company.	28 Nov. 1832	571	240,000 0 0
Manchester, Bolton, Colne, Clitheroe, Liverpool, Ormskirk, St. Helen's, Preston, Bangor, Caernarvon, Bakewell, Chester, Birmingham, Bristol, Congleton, Knutsford, Macclesfield, Northwich, Nantwich, Halifax, Cleckheaton, Keighley, Leeds, Sheffield, Wakefield, Denbigh, Wrexham, Evesham, Worcester, Holywell, Mold, Leominster, Nottingham, Oswestry, Wem, Shrewsbury, Whitchurch, Wellington, Tamworth, and Grantham.	*Northern and Central Bank of England.	12 Mar. 1834	1,204	711,860 0 0

Table I.—*continued.*

Places.	Name of the Bank.	Date when established.	Number of Partners.	Paid up Capital. £	s.	d.
Northampton, Daventry, Wellingborough, Kettering, Thrapstone, Peterborough, Oundle, Hyham Ferrars, Stamford, Spalding, and Market Harborough.	Northamptonshire Banking Company.	23 May, 1836	296			
Northampton, Daventry, and Wellingborough.	Northamptonshire Union Bank	13 May, 1836	464			
Newcastle-upon-Tyne - -	Northumberland and Durham District Banking Company.	23 May, 1836	464			
Melksham, Devizes, Bradford, Trowbridge, Westbury, Calne, Chippenham, Warminster, and Corsham.	*North Wilts Banking Company.	6 Nov. 1835	152	36,925	0	0
Nottingham, Newark, Mansfield, and Loughborough.	*Nottingham and Nottinghamshire Banking Company.	12 April, 1834	272	62,610	0	0
Leicester, Hinckley, Loughborough, and Melton Mowbray.	*Pares's Leicestershire Banking Company, or the Leicestershire Union Banking Company.	15 Mar. 1836.	15	15,825	0	0
Liverpool - - -	Royal Bank of Liverpool -	30 April, 1836	215	91,980	0	0
Saddleworth, Ashton, and Oldham	*Saddleworth Banking Com.	29 June, 1833	114	29,650	0	0
Sheffield and Rotherham - -	*Sheffield Banking Company	24 June, 1831	225	75,955	0	0
Sheffield - - -	Sheffield and Hallamshire Banking Company.	20 May, 1836	738			
Sheffield and Rotherham - -	Sheffield and Rotherham Joint Stock Banking Company.	25 June, 1836	234			
Shiffnal, Wellington, Newport, and Coalbrook Dale.	Shropshire Banking Company	27 May, 1836	277			
Manchester - - -	South Lancashire Bank - -	25 May, 1836	778			
Stamford, Spalding, Boston, Oundle, Bourn, Market Deeping, Spilsby Burgh, Wainfleet, Swineshead, Peterborough, Holbeach, Oakham, and Uppingham.	*Stamford and Spalding Joint Stock Banking Company.	28 Dec. 1831	85	44,000	0	0
Stourbridge, Kidderminster, Stratford-upon-Avon, Henley-in-Arden, Bromsgrove, Redditch, Shipston-on-Stour, Chipping Norton, Alcester, and Moreton-in-Marsh.	*Stourbridge and Kidderminster Banking Company.	9 April, 1834	223	45,000	0	0
Bristol, Axbridge, Bridgewater, Taunton, Wellington, Crewkerne, Chard, Ilminster, Langport, Wells, Glastonbury, Shepton Mallet, Bruton, Wincanton, Selwood, Frome, Castle Cary, Yeovil, Bamwell, Weston-super-Mare, Williton, Martock, Somerton, South Petherton, and Ilchester.	*Stuckey's Banking Company	9 Oct. 1826	35	60,000	0	0
Sunderland - - -	Sunderland Joint Stock Banking Company for Devon and Cornwall.	4 Aug. 1836	266			
Liverpool - - -	Union Bank of Liverpool -	2 May, 1835	323			
Manchester - - -	Union Bank of Manchester -	6 May, 1836	598			
Wakefield - - -	*Wakefield Banking Company.	25 Oct. 1832	192	44,840	0	0
Warwick, Leamington, Stratford-on-Avon, Southam, Henley-in-Arden, and Shipston-on-Stour.	*Warwick and Leamington Banking Company.	10 Sept. 1834	122	31,310	0	0
Bristol, Bath, Barnstaple, Exeter, Swansea, Taunton, Bridgewater, Cardiff, Newport, Wells, Glastonbury, Badeford, Merthyr Tydvil, Stowey, Dulverton, Williton, Axbridge, Somerton, Llanelly, and Sidmouth.	*West of England and South Wales District Bank.	23 Dec. 1834	469	209,882	10	0
Salisbury, Warminster, Devizes, Bradford, Westbury, Trowbridge, Melksham, Calne, Chippenham, Marlborough, Swindon, Malmesbury, Wootton Bassett, Cricklade, Frome, Yeovil, Wincanton, Chard, Crewkerne, Taunton, Glastonbury, Wells, Shepton Mallet, Bruton, Bridgewater, Dorchester, Blandford, Wimborne, Wareham, Poole, Bridport, Lyme Regis, Shaftesbury, Sherborne, Weyhill, Highworth, Ludgershall, Mere, Weymouth, Sturminster, Beaminster, Melborne Port, Fordingbridge, Christchurch, Lymington, and Ringwood.	*Wilts and Dorset Banking Company.	11 Jan. 1836	485	42,672	10	0

Table I. — *continued.*

Places.	Name of the Bank.	Date when established.	Number of Partners.	Paid up Capital.
				£. s. d.
Devonport, Plymouth, Totnes, Kingsbridge, Crediton, Exeter, Teignmouth, Torrington, Holsworthy, Falmouth, Penzance, Truro, Helston, Redruth, St. Ives, and Callington.	*Western District Banking Company for Devon and Cornwall.	1 Sept. 1836	278	
Whitehaven and Penrith.	*Whitehaven Joint Stock Banking Company.	25 May, 1829	236	28,050 0 0
Wolverhampton - - - -	*Wolverhampton and Staffordshire Banking Company.	28 Dec. 1831	238	50,000 0 0
York, Malton, Selby, Howden, Scarborough, Boroughbridge, and Goole.	*York City and County Banking Company.	2 Mar. 1830	267	75,000 0 0
York, Driffield, Bury, Thirsk, Malton, Helmsley, Kirby Moorside, Pickering, Pocklington, Market Weighton, and Tadcaster.	*York Union Banking Company.	23 April, 1833	277	57,450 0 0
York, Whitby, Wetherby, Tadcaster, Sherburn, Howden, Pickering, Malton, Scarborough, Burlington, Driffield, Pocklington, Goole, Kirby-moorside, Bedale, Ripon, Boroughbridge, Knaresborough, Hull, Wakefield, Doncaster, Easingwold, Thirsk, Northallerton, Hawes, Skipton, and Beverley.	Yorkshire Agricultural and Commercial Banking Company.	27 July, 1835	694	
Leeds, York, Hull, Sheffield, Halifax, Doncaster, Selby, Thirsk, Malton, Pocklington, Bradford, Pontefract, Ripon, Knaresborough, Huddersfield, Beverley, Darlington, Richmond, and Dewsbury.	*Yorkshire District Bank	30 July, 1834	680	311,110 0 0

N. B. "The Mirfield and Huddersfield Banking Company" is now called "The West Riding Union Banking Company;" the name of the Bank having been changed.

II. A Return of Joint Stock Banks in Ireland; with the Dates of their Establishment, the Names of the several Towns and Places where such Banks and their Branches have been established, and the Number of Partners in each.

Joint Stock Banks.	When established.	Towns and Places where the Banks or their Branches have been established.		Number of Partners.
1. — The Hibernian Joint Stock Company.*	By special Act, 5 Geo. 4. c. 109.	- - Dublin - -		225
2. — The Northern Banking Company.	31st of December, 1834 -	Belfast. Lisburne. N. T. Limavady. Lurgan. Downpatrick.	Ballymena. Coleraine. Magherafelt. Armagh. Londonderry.	208
3. — The Provincial Bank of Ireland.	31st of August, 1825 - -	Armagh. Ballina. Ballyshannon. Bandon. Cavan. Coleraine. Downpatrick. Dungarvan. Enniskillen. Kilkenny. Londonderry. Mallow. Moneymore. Parsonstown. Strabane. Waterford. Youghall.	Athlone. Ballymena. Banbridge. Belfast. Clonmel. Cork. Dungannon. Ennis. Galway. Limerick. Lurgan. Monaghan. Omagh. Sligo. Tralee. Wexford.	644
4. — The Belfast Banking Company.	1825 - - -	Belfast. Ballymoney. Ballymena. Dungannon. Armagh.	Coleraine. Londonderry. Lurgan. Cookstown. Banbridge.	292

* This bank does not issue notes, and is not, therefore, required to make a registry at this office: it did however, register its firm and partners in 1825, and the number of the partners above given is taken from the registry then made.

Stamps, Ireland, April 19. 1836. J. S. Cooper, Compt. and Acct. Genl.

Table II. — *continued.*

Joint Stock Banks.	When established.	Towns and Places where the Banks or their Branches have been established.		Number of Partners.
5. — The Agricultural and Commercial Bank of Ireland.*	28th of October, 1834 -	Nenagh.	Ennis.	2,170
		Bandon.	Castlebar.	
		New Ross.	Enniscorthy.	
		Limerick.	Tuam.	
		Roscrea.	Skibbereen.	
		Killarney.	Strabane.	
		Mallow.	Kilkenny.	
		Cork.	Longford.	
		Ballina.	Galway.	
		Strokestown.	Kilrush.	
		Ballinasloe.	Tipperary.	
		Fermoy.	Sligo.	
		Boyle.	Parsonstown.	
		Londonderry.		
6. — The National Bank of Ireland.	24th of January, 1835 -	Carrick-on-Suir	Clonmel.	250
		Thurles.	Cashel.	
		Cork.	Enniscorthy.	
		Kilkenny.	Longford.	
		Tipperary.	Fermoy.	
		Mitchelstown.	Roscrea.	
		Tralee.	Cahirciveen.	
		Dingle.	Killarney.	
		Listowell.	Waterford.	
		Dungannon.	New Ross.	
7. — The Limerick National Bank of Ireland.	17th of August, 1835 -	Limerick.	Kilrush.	523
		Charleville.		
8. — The Ulster Banking Company.	15th of April, 1836 - -	- - Belfast - -		117

Account of the aggregate Amount of Notes circulated in England and Wales by Private Banks, and by Joint Stock Banks and their Branches; distinguishing Private from Joint Stock Banks.— (From Returns directed by 3 and 4 Will. 4.)

Quarters ending	Private Banks.	Joint Stock Banks.	Total.
	£	£	£
28 Dec. 1833 - - -	8,836,803	1,315,301	10,152,104
29 March, 1834 - - -	8,733,400	1,458,427	10,191,827
28 June, —— - - -	8,875,795	1,642,887	10,518,682
27 Sept. —— - - -	8,370,423	1,783,689	10,154,112
28 Dec. —— - - -	8,537,655	2,122,173	10,659,828
28 March, 1835 - - -	8,281,206	2,188,954	10,420,160
27 June, —— - - - -	8,455,114	2,484,687	10,939,801
26 Sept. —— - - - -	7,912,287	2,508,056	10,420,623
26 Dec. —— - - - -	8,334,863	2,799,551	11,134,414
26 March, 1836 - - -	8,353,894	3,091,025	11,447,919
25 June, —— - - -	8,614,132	3,588,064	12,202,196
24 Sept. —— - - -	7,969,121	3,969,121	11,735,945

Banks, American. — *Bank of United States.*— We stated in our last Supplement that the President had succeeded in his contest with this establishment, and that the probability was, that it would wind up its affairs in the course of the present year. But since then it has been rechartered, in so far at least as respects Pennsylvania, by the legislation of that state; and it seems to be expected that it will be rechartered by the legislature of some of the other states. Although, therefore, the United States Bank no longer exists as a great national establishment, it maintains its place as the greatest banking company of the New World; and is, in this respect, second, indeed, to none anywhere to be met with, except the Bank of England.

Private Banks of the United States. — The following table shows the extraordinary progress that the banking system has made in the United States. It has recently, however, sustained a considerable check by the suppression in New York and most other states of all bank notes for less than 5 dollars, and by the regulation enforced by government, that the price of all public lands shall be paid in specie. It appears, from the official accounts published by order of the legislature of the state of New York, that the notes for less than 5 dollars in circulation in that state on the 1st of December, 1834, amounted to 3,730,902 dollars: and these have since been either wholly, or almost wholly, suppressed. We do not know that any official account has been published of the issue of such notes in the other states; but there can be no doubt that, in the aggregate, it must have been many times greater than their issue in New York only. And as these notes are everywhere, we believe, in the course of being withdrawn from circulation, it is clear that a large additional amount of specie will be required to fill up the vacuum occasioned by their withdrawal. This circumstance seems sufficiently to account for the fact, that notwithstanding the alteration in the proportion of gold and silver in the Ame-

* This bank stopped payment in November, 1836.

rican mint (See article COINS in this Supplement), very little silver has been exported from America to Europe. The alteration in question has made it profitable to use gold in preference to silver in all large payments where metallic money is employed; but the suppression of small notes has, at the same time, opened a new field for the employment of silver as a subsidiary currency, or as a means of effecting small payments; and it seems to be generally supposed, that most part of the silver that would otherwise have found its way to foreign countries, in consequence of the new mint regulations, will be retained in this subordinate capacity.

Account of the Progress of Banking in the United States, from January, 1815, to January, 1835; specifying the Number of Banks in the different States, at different Epochs, with the Amount of their Capital. (*Official Letter by the Secretary to the American Treasury, 5th January*, 1836. p. 91.)

States.	January 1st, 1815.		January 1st, 1820.		January 1st, 1830.		June, 1834.		January 1, 1835.		
	No. of Banks.	Capital.	No. of Banks.	Capital.	No. of Banks.	Capital.	No. of Banks.	Capital.	No. of Banks.	No. of Branches.	Capital.
		Dollars.		Dollars.		Dollars.		Dollars.			Dollars.
Maine	8	1,580,000	15	1,654,900	18	2,000,000	23	2,777,000	35	-	3,549,850
New Hampshire	10	941,152	10	1,008,276	18	1,491,670	22	2,271,500	28	-	2,655,068
Vermont	-	-	1	41,395	10	432,625	17	913,000	18	-	1,104,815
Massachusetts	21	11,050,000	28	10,485,700	66	20,420,000	102	28,236,250	103	-	30,660,450
Rhode Island	14	2,027,000	30	2,982,028	47	6,118,397	51	7,488,748	62	-	8,976,482
Connecticut	10	2,655,750	8	3,589,337	13	3,485,177	21	5,708,015	31	-	7,337,766
New York	26	18,946,318	33	18,988,774	37	20,085,533	78	27,755,264	87	2	31,884,459
New Jersey	11	2,121,932	14	2,180,949	17	2,017,000	26	2,900,000	34	-	2,707,135
Pennsylvania	42	15,068,818	36	14,581,276	53	14,610,333	41	17,067,944	44	-	17,956,461
Delaware	3	966,920	6	974,000	6	850,000	7	2,000,000	4	4	850,000
Maryland	17	7,872,002	14	6,508,131	13	6,250,495	23	9,470,051	16	4	7,662,639
District of Columbia	10	4,078,295	13	5,525,319	9	3,875,794	8	5,537,806	7	-	2,615,986
Virginia	4	4,121,097	4	5,219,192	4	5,571,100	4	5,694,500	5	17	5,840,000
North Carolina	5	1,576,600	3	2,964,887	3	3,195,000	3	1,824,725	4	7	2,464,923
South Carolina	8	3,750,000	5	4,475,000	5	4,651,000	7	5,156,318	8	2	7,556,318
Georgia	9	625,580	4	3,401,510	9	4,203,089	13	6,554,601	13	10	6,783,308
Florida	-	-	-	-	1	75,000	3	1,600,000	3	-	1,114,500
Alabama	-	-	3	469,112	2	645,5 3	5	4,308,207	2	4	3,107,623
Louisiana	3	1,432,500	4	2,597,420	4	5,665,980	10	23,664,758	11	31	27,172,145
Mississippi	1	100,000	1	900,000	1	950,600	3	5,666,805	5	10	5,890,162
Tennessee	2	212,962	8	2,119,782	1	757,817	3	2,243,527	3	4	2,890,361
Kentucky	2	959,175	12	8,807,451	-	-	5	1,875,418	6	11	4,398,685
Missouri	-	-	1	250,000	-	-	-	-	1	-	-
Illinois	-	-	2	140,910	-	-	1	300,000	1	1	378,739
Indiana	-	-	2	20,857	-	-	1	150,000	1	9	800,000
Ohio	12	1,434,719	20	1,797,465	11	1,454,386	20	5,986,625	31	-	6,390,741
Michigan	-	-	-	-	1	100,000	5	500,000	7	1	658,980
	208	82,259,590	307	102,210,611	329	110,192,268	506	170,125,788	557	121	194,564,391
United States bank	-	-	1	35,000,000	1	35,000,000	1	35,000,000	1	25	35,000,000
Estimated capital of seven banks from which no returns	100	82,259,590	308	137,210,611	330	145,192,268	507	205,125,788	558	146	229,564,391
	-	-	-	-	-	-	-	-	-	-	1,685,976
Totals	308	82,259,590	308	157,210,611	330	145,192,268	507	205,125,788	558	146	251,250,367

Account of the Average Dividends paid by the Banks of the State of New York, on their paid up Capitals, in 1831, 1832, 1833, and 1134.—(*Report of Bank Commissioners to the Legislature of New York.* 22nd Jan. 1835.)

	Capital.	Amount of Dividends.	Rate per cent.
		Dollars.	Dollars.	
1131.			
9 Country banks, capitals of 100,000 dollars, and under	890 000	80,500	9·14
9 do. capitals over 100,000 dollars, and not over 200,000 dollars	1,395,000	117,180	8·40
10 do., capitals over 200,000 dollars	3,750,000	330,000	8·80
Total	6,025,000	527,680	8·75
1832.			
17 Country banks, 1st class, as above	1,680,000	158,500	9·43
11 do. do. 2d class	1,745,000	163,030	9·34
11 do. do. 3d class	4,160,600	362,568	8·69
13 New York city banks	11,311,200	695,165	6·14
Total	18,905,800	1,379,263	7·29
1833.			
19 Country banks, 1st class	1,880,000	197,500	10·50
14 do. do. 2d class	2,215,000	206,080	9·30
11 do. do. 3d class	4,169,600	444,126	10·65
14 New York city banks	12,111,200	760,787	6·28
Total	20,375,800	1,608,493	7·89
1834.			
20 Country banks, 1st class	1,980,000	206,000	10·43
21 do. do. 2d class	3,430,000	290,918	8·50
13 do. do. 3d class	4,719,600	409,492	8·67
15 New York city banks	13,611,200	1,028,462	7·55
Total	23,730,800	1,934,772	8·15

BARILLA.—The duties on barilla used in the bleaching of linen are to be repaid to the persons using it, under such regulations as the commissioners of customs may issue.—(*4 & 5 Will. 4. c. 89. § 14.*)

BATAVIA.

STATEMENTS with respect to the Imports and Exports of Java during the Years 1830-1834.

Years.	Imports of Cotton Goods from Europe. Value in Florins.		Total Imports. Value in Florins.	Exports.						Exports. Value in Florins.	Profits. Florins.
				Coffee. Piculs.	Sugar. Piculs.	Rice. Coyangs.	Indigo. Pounds, old Amsterdam weight.	Tin. Bauca. Piculs.			
1830.	Netherlds.	4,675,300	15,661,978	288,742	108,840	14,331	22,053	21,420		14,501,779	5,061
	Foreign	7,310,786									
1831.	Netherlds.	1,589,905	14,478,801	259,086	120,293	18,037	42,841	30,235		14,702,148	7,886
	Foreign	1,346,791									
1832.	Netherlds.	67,260	19,190,667	314,473	248,872	25,072	168,211	47,501		21,081,092	7,075
	Foreign	1,891,313									
1833.	Foreign	2,984,056	17,864,577	300,166	210,247	30,544	217,180	Return wanting.		23,345,527	Return wanting.
1834.	Netherlds.	313,549		455,008	367,151	25,379	250,423	39,165		29,021,217	7,708
	Foreign	4,111,282									

Among the articles imported into Java in 1834, were copper, iron, steel, &c., value 875,106 florins; glass and earthenware, 293,321 do.; wines and spirits, 991,345 do.; provisions, 496,155, &c. The total value of the exports, in 1834, was 29,021,217 florins, which, at 20*d.* to the florin, is equal to 2,418,435*l.* We have not learned the exact amount of the imports during the same year, but taking them at 2,000,000*l.*, the whole trade of the island would amount to about 4,400,000*l.* or 4,500,000*l.*

Remarks on the above Statements.—These statements show, that the trade of Java has increased very materially since 1830. In fact, there wants nothing but an enlightened, liberal administration, that by dealing fairly by, and giving confidence to the natives, should develope the resources of this noble island, to render Java by far the most valuable of all the eastern colonial possessions of any European power. It is due to the Dutch to state, that their colonial government is now materially improved, as compared with what it formerly was; but it is still susceptible of much amendment; and it is to be hoped, seeing the wonderful influence that a more liberal system has had in Cuba, and other foreign colonies, and even in Java itself, that the administration of the latter will be still farther improved.

It is stated in the Dictionary (p. 309.) that the export of coffee from Java might be estimated at about 18,000 tons; but it appears from the above table, that it has increased so rapidly that it amounted, in 1834-5, taking the picul at 136lbs., to 61,861,088lbs., or to above 27,000 tons! The export of sugar during the same year exceeded 22,300 tons.

BILL OF STORE.—The 5 & 7 Will. 4. c. 60. enacts, that goods legally exported, and which are afterwards re-imported, may, if the proprietor thereof be resident abroad, be entered by bill of store, on the proprietor subscribing a declaration as to the identity of the goods, and that they did and do belong to him, and have not been sold or disposed of to any other person; such declaration to be subscribed before the British Consul, &c.—(§ 2.)

BOOKS.—We are glad to have to announce that, during the course of the present year (1836), the taxes affecting books have been very materially diminished,—1st, by the duties on paper having been reduced a half, or from 3*d.* per lb. to 1½*d.*; and 2d, by its having been enacted that *five* only instead of eleven copies of new works are in future to be furnished, at the expense of authors and publishers, to public libraries. (6 & 7 Will. 4. cap. 110.) These important reductions will be of the greatest service to the interests of literature, and will contribute, in no slight degree, both to lessen the risk of publication, and to reduce the cost and price of books. It is to be hoped that, at no distant period, the remainder of the paper duty and the advertisement duty may both be repealed. However reduced, all duties on books are liable to the fundamental objection (see *Dict.* p. 144.) of being imposed on articles that may not, and, indeed, very frequently do not, sell; and when such is the case, the duties have to be either partially or wholly paid out of the capital of the authors or publishers. The advertisement duty is still very heavy, and it is, at the same time, most unfair. What, in fact, can be more subversive of every principle of justice than to impose the same duty on the announcement of the publication of a sixpenny pamphlet, as on that of the sale of an estate worth 100,000*l.*? Luckily, this duty may be relinquished without any sensible sacrifice. The total produce of the advertisement duty, in 1835, amounted only to the trifling sum of 96,910*l.*; and, as its repeal would be of as much service to commerce as to literature, it cannot, surely, be permitted to exist much longer.

Compensation is to be given by the public to the six public libraries that have abandoned their claim to copies of each new work. The advocates' library of Edinburgh still retains its privilege of receiving a copy; but it is not easy to see why it should be entitled to any such distinction. It is essentially a *private institution*, from which the public are carefully excluded, and there neither is nor can be any good reason why an author should be obliged to present it with a copy of his works.

The following statement may be substituted for that given in the *Dict.* p. 143. It is derived from the same source, and shows the *present* cost of printing and publishing an octavo volume of about 500 pages,—the paper such as this, with the ordinary

quantity of matter on the page, — when 500, 750, and 1,000 copies are printed; it further shows what portion of the cost consists of duty, and the profits of the author and publisher on each edition, supposing the volume to be sold by retail at 12*s.* a copy, and the entire edition to be sold off. A similar statement is subjoined for a pamphlet of 80 pages.

			Total Cost.	Where of Duty.
Five Hundred Copies.			£ s. d.	£ s. d.
Printing and Corrections			88 18 0	0 0 0
Paper			32 0 0	4 6 0
Boarding			10 0 0	0 15 6
Advertising			40 0 0	10 0 0
5 copies to public libraries.			170 18 0	15 1 6
14 copies to author, &c.				
481 copies for sale at 8*s.* 5*d.*	£ s. d. 202 8 5			
Deduct cost	170 18 0			
For profit to author and publisher, commission, and interest on capital, *when all are sold*		31 10 5		
Seven Hundred and Fifty Copies.				
Printing and corrections			95 6 0	0 0 0
Paper			48 0 0	6 9 0
Boarding			15 0 0	1 3 3
Advertising			50 0 0	12 10 0
5 copies to public libraries.			208 6 0	20 2 3
14 copies to author, &c.				
731 copies for sale at 8*s.* 5*d.*	£ s. d. 307 12 7			
Deduct cost	208 6 0			
For profit to author and publisher, commission, and interest on capital, *when all sold*		99 6 7		
One Thousand Copies.				
Printing and corrections			142 14 0	0 0 0
Paper			64 0 0	8 12 0
Boarding			20 0 0	1 14 0
Advertising			60 0 0	15 0 0
5 copies to public libraries.			246 14 0	25 6 0
14 copies to author, &c.				
981 copies for sale at 8*s.* 5*d.*	£ s. d. 412 16 9			
Deduct cost	246 14 0			
For profit to author and publisher, commission, and interest on capital, *when all sold*		166 2 9		
Pamphlet of 5 sheets, 500 printed.				
Printing			11 14 0	0 0 0
Extra corrections and alterations			5 5 0	0 0 0
Paper			6 0 0	0 18 5
Stitching			0 12 6	0 0 0
Advertising (say)			10 0 0	2 10 0
25 copies for author and public libraries.			33 11 6	3 3 5
475 copies for sale, at 2*s.* for 2*l.* 11*s.*	£ s. d. 61 6 0			
Deduct cost	33 11 6			
For profit to author and publisher, interest, &c. *when all are sold*		15 14 6		

Importation of Books. — Under the late law, such books as might be imported were admitted, provided they were of editions printed in or since the year 1801, on payment of a duty of 5*l.* a cwt.; but this duty has been reduced to 2*l.* 10*s.* a cwt., with the additional proviso, that the books, besides being printed in or since 1801, are in *foreign living languages.* — (*4 & 5 Will.* 4. c. 89. § 15.) This condition was inserted principally to obviate the risk of dictionaries, or the class books used in our schools, being supplied from the Continent; the booksellers contending that the 2*l.* 10*s.* a cwt. of duty was insufficient to balance the influence of the paper duty, and the peculiar burdens incident to the getting up of books in this country. It has been alleged, indeed, that it will not effect its purpose; because, as is contended, both Latin and Greek are living languages; the former being spoken in certain parts of Hungary and Poland, and the latter in Greece! But the intention of the legislature is too obvious to admit of its being defeated by any quibbling of the sort now mentioned. By a living language is meant a language spoken by a nation or people, and not by a few learned individuals; and the dialect of the modern Greeks is abundantly different from that of their ancestors. The duty of 1*l.* a cwt. on foreign books printed prior to 1801 ought to be repealed; it throws obstructions in the way of their importation, while it is quite unproductive of revenue.

Smuggling of English Books from abroad.—Very considerable loss is sustained by literary men and booksellers, by the clandestine importation of English works printed abroad, of which the copyright has not expired. There is hardly, in fact, one of our popular authors, copies of whose works, printed in France or America, may not be readily procured in London; and as those by whom they are printed have neither copyright nor paper duty to pay, they are able materially to undersell the native article. It is surely unnecessary to say, that every practicable effort should be made to hinder such an invasion of private property; and in this view we beg to suggest, that the permission given to persons coming from abroad to bring with them single copies of all prohibited works, ought to be withdrawn. It opens a door for smuggling and fraud; and there is neither sense nor justice in allowing any individual to invade the rights of another, merely because he has been across the Channel. A specific penalty, recoverable by a summary process, ought also to be imposed on every individual offering such books for sale. This would be much more effectual in preventing such practices than the existing law.—(See *Dict.* p. 181.)

BOTTLES (STONE).—In 1812, a duty of 2*s.* 6*d.* a cwt., increased in 1817 to 5*s.*, was imposed upon stone bottles. The average nett produce of this duty has not recently exceeded 3,500*l.* a year. But, to collect this insignificant sum, the manufacture had to be placed under the surveillance of the excise, and those engaged in it subjected to various troublesome and vexatious regulations. The duty did not extend to Ireland, so that a drawback had to be granted on bottles exported to that country, and a countervailing duty charged on those imported from it. This unproductive and troublesome duty was imposed at the instance of the glass bottle manufacturers, who contended, that if stone bottles were exempted from duties, they would be used instead of glass bottles, to the injury of those engaged in manufacturing the latter. But the purposes to which stone bottles and glass bottles are applied are so very different, that it would require a much greater reduction of the price of the former than could possibly be occasioned by the abolition of the duty, to make them be substituted, to any extent worth mentioning, in the place of the latter. These views were ably enforced by the Commissioners of Excise Inquiry; and, having been adopted by government, the duty has been abolished.—(4 & 5 *Will.* 4. c. 77.; see also *Fifth Report by Commissioners of Excise Inquiry.*)

It is to be hoped that the duty on glass bottles may, also, be speedily put an end to. It produces about 210,000*l.* a year. We noticed (*Dict.* p. 1256.) the propriety of enacting and enforcing some regulations as to the size of bottles. The bottle is, in fact, a very important measure; a great deal of wine and other liquors being sold by the dozen. But there is, at this moment, the greatest discrepancy in the size of bottles; and it appears to us that it would be highly expedient, in order to obviate the numerous frauds arising from this source, to enact that all bottles be made to contain not less than a certain specified quantity, and to place them under the acts relating to weights and measures.

CALCUTTA.—*Internal Transit Duties.*—A very great improvement has recently been effected in the domestic economy of our Indian empire, by the abolition of the duties on the transit of goods from one part of the country to another.* These duties have existed in India from a very remote period; and, by obstructing the intercourse between its different districts, have been singularly pernicious. After the East India Company began to acquire a footing in India, they availed themselves of a favourable opportunity to procure an exemption from the transit-duties in favour of their own trade; "the goods which they imported being allowed to pass into the interior, and those which they purchased for exportation in the interior being allowed to pass to the sea, without either stoppage or duties."—(*Mill's India*, 8vo ed. vol. iii. p. 289.) They were not, however, long permitted to monopolise this privilege. Immediately after the victories of Clive had raised the Company to the situation of a great territorial power, their servants engaged largely in the inland trade, and endeavoured, partly by fraud and partly by force, to extend to their own goods the exemption from transit duties established in favour of those belonging to the Company. Every reader of Indian history is aware of the multiplied abuses and disturbances that grew out of this attempt of the Company's servants to release themselves from duties and charges that pressed with grinding severity on the natives, and, by consequence, to engross (for such was their object) the whole internal trade of the country. The Company endeavoured to obviate the evil by strictly forbidding its servants from engaging in internal traffic. But its orders to this effect were long either totally disregarded, or but very imperfectly obeyed. At length, in 1788, Lord Cornwallis adopted the decisive and judicious measure of abolishing the duties. They were, however, again renewed in 1801. The exclusion of Englishmen from all participation in the interior traffic of the country having been gradually carried into complete effect for a lengthened period, they were less alive than they would otherwise have been to the injurious influence of the duties, so that their re-establishment met with comparatively little opposition. In 1810, a new tariff was introduced, by which the duties "were frightfully augmented;" and they have continued from that epoch down to their recent abolition seriously to obstruct all sorts of internal traffic, and to oppose the most formidable obstacle to the improvement of the country.

* This important measure was preceded, and, we believe, principally brought about, by the publication of an elaborate and very valuable report on the inland customs of Bengal, by Mr. Trevelyan, one of the Secretaries to Government. We avail ourselves of this opportunity to state, that the most ample details as to the foreign trade of Bengal are embodied in the Comparative Reviews thereof, published annually by Mr. Bell, of the customs' establishment at Calcutta. They contain a greater fund of information, combined with sound remarks, than are to be met with respecting the trade of any other emporium with which we are acquainted.

Had the inland transit duties been productive of a large amount of revenue, that would have been some set-off against the enormous evils of which they have been productive. But such has not been the case. The expenses of collection, and the interruption of communication, have been so very great, that the nett produce of the inland transit duties has been quite insignificant; so much so that, according to Mr. Trevelyan, it has not exceeded, in the extensive province of Bengal, the miserable pittance of 27,500*l.* a year. (*Report*, p. 153.) We see no reason to doubt the accuracy of this statement; and assuming it to be correct, we are warranted in affirming that there is not another instance to be found, in the history of taxation, of a tax so fruitful of mischievous results, and so barren of revenue.

Town Duties.—These were charged on the principal articles of consumption in 23 of the chief towns of Bengal. They were in many respects similar to the *octrois* in France; and, though not nearly so injurious as the internal transit duties, were productive of much inconvenience. We are glad, however, to have to state that they, as well as the transit duties, have recently been abolished; and that the internal trade of Bengal is now as free, in so far at least as statutory regulations can make it, as the internal trade of England. This emancipation will undoubtedly be productive of the most beneficial results.—"When," says Mr. Bell, "the transit duties shall have been abolished, an impulse will be given to every sinew of commerce, which will cause us only to wonder how such an execrable system should have been permitted to exist for a day."—(*Review of the Commerce of Bengal*, 1833-34 and 1834-35.)

New Customs Duties.—There are no good grounds for thinking that the revenue would have lost anything by the abolition of the transit and town duties, even though no new taxes had been imposed in their stead. But some small additions have been made to the customs duties, or to the duties charged on the importation and exportation of certain articles. The present customs law, enacted in May 1836, and the duties charged under it, are subjoined:—

ACT No. XIV. of 1836.

I. It is hereby enacted, that from the 1st June next, such parts of Regulations IX. and X. 1810, Regulation XV. 1823, and of any other regulations of the Bengal Presidency as prescribe the laws of transit or inland customs duties, or of town duties; and likewise the schedules and provisions of any kind contained in these or any other regulations for fixing the amount of duty to be levied upon goods imported into or exported from the said Presidency by sea, shall be repealed.

II. And it is hereby enacted, that duties of customs shall be levied on goods imported by sea into Calcutta, or into any other place within the provinces of Bengal and Orissa, according to the rates specified in schedule A. annexed to this Act, with the exceptions specified therein, and the said schedule, with the notes attached thereto, shall be taken to be a part of this Act.

III. And it is hereby further enacted, that duties of customs shall be levied upon country goods exported by sea from any port of Bengal or Orissa, according to the rates specified in schedule B. annexed to this Act, with the exceptions therein specified, and the said schedule, with the notes attached thereto, shall also be taken to be a part of the Act.

N.B.—These duties are to be collected under the same regulations as former duties; and baggage is to be passed by the collector of customs as heretofore.

The remainder of the Act relates to regulations respecting ships' manifests, &c.

SCHEDULE A.

Rates of Duty to be charged on Goods imported by Sea into any Port of the Presidency of Fort-William in Bengal.

Enumeration of Goods.	When imported on British Bottoms.	When imported on Foreign Bottoms.
Bullion and coin	Free	Free.
Precious stones and pearls	Ditto	Ditto.
Cloth and galle	Ditto	Ditto.
Horses & other living animals	Ditto	Ditto.
Ice	Ditto	Ditto.
Coal, coke, bricks, chalk, and stones	Ditto	Ditto.
Books printed in the United Kingdom, or in any British possession	Ditto	3 per cent.
Foreign books	3 per cent.	6 per cent.
Marine stores, the produce or manufacture of the United Kingdom, or of any British possession	3 per cent.	6 per cent.
Do. do., the produce or manufacture of any other place or country	6 per cent.	12 per cent.
Metals, wrought or unwrought, the produce or manufacture of the United Kingdom, or any British possession	3 per cent.	6 per cent.
Metals, do. do., excepting tin, the produce or manufacture of any other place	6 per cent.	12 per cent.
Tin, the produce of any other place than the United Kingdom, or any British possession	10 per cent.	20 per cent.
Woollens, the produce or manufacture of the United Kingdom, or any British possession	2 per cent.	4 per cent.
Do., the produce of any other place or country	4 per cent.	8 per cent.
Cotton and silk piece goods, cotton twist and yarn, the produce of the United Kingdom, or of any British possession	3½ per cent.	7 per cent.
Do., the produce of any other place	7 per cent.	14 per cent.
Opium	24 rs. per seer of 80 tolas	24 rs. per seer of 80 t

SCHEDULE A.—*continued.*

Enumeration of Goods.	When imported on British Bottoms.	When imported on Foreign Bottoms.
Salt	Rs. 3-4 per md. of 80 tolas per seer	Rs. 7-4 per md. of 80 tolas per seer.
Alum	10 per cent.	20 per cent.
Camphor	10 per cent.	20 per cent.
Cassia	10 per cent.	20 per cent.
Cloves	10 per cent.	20 per cent.
Coffee	7½ per cent.	15 per cent.
Coral	10 per cent.	20 per cent.
Nutmegs and mace	10 per cent.	20 per cent.
Pepper	10 per cent.	20 per cent.
Rattans	7½ per cent.	15 per cent.
Tea	10 per cent.	20 per cent.
Vermillion	10 per cent.	20 per cent.
Wines and liquors	10 per cent.	20 per cent.
Spirits, consolidated duty, including that levied hereto-fore through the police of Calcutta	9 as. p. Imp. gal.	16 as. p. Imp. gal.
And the duty on spirits shall be raised by increased as the strength exceeds of London proof, and when imported in bottles, five quart bottles shall be deemed equal to the Imperial gallon.		
All articles not included in the above enumeration	3½ per cent.	7 per cent.

And when the duty is declared to be ad valorem, it shall be levied on the market value without deduction; and if the collector of customs shall see reason to doubt whether the goods come from the country from which they are declared to come by the importer, it shall be lawful for the collector of customs to call on the importer to furnish evidence as to the place of manufacture or production, and if such evidence shall not satisfy the said collector of the truth of the declaration, the goods may be charged with the highest rates of duty, subject always to an appeal to the Board of Customs, salt and opium.

And, upon the re-export by sea of goods imported, excepting opium and salt, provided the re-export be made within two years of the date of import as per custom-house register, and the goods be identified to the satisfaction of the collector of customs, there shall be received one-eighth of the amount of duty levied, and the remainder shall be repaid or drawback. And if goods be re-exported in the same ship without being landed, (always excepting opium and salt, in regard to which the special rules in force shall continue to apply,) there shall be no import duty levied thereon.

SCHEDULE B.

Rates of Duty to be charged upon Goods exported by Sea from any Port or Place in the Presidency of Fort-William in Bengal.

Enumeration of Goods.	Exported on British Bottoms.	Exported on Foreign Bottoms.
Bullion and coin	Free	Free.
Precious stones and pearls	Ditto	Ditto.
Books printed in India	Ditto	Ditto.
Horses and living animals	Ditto	Ditto.
Opium purchased at government sales in Calcutta	Ditto	Ditto.
Cotton wool exported to Europe, the United States of America, or any British possession in America	Ditto	6 as. p. md. of 80 tolas to the seer.
Do. do. exported to places other than above	As. 8. p. md. of 80 tolas. seer	As. 16 p. md. of 80 tolas to the seer.
Sugar and rum exported to the United Kingdom, or to any British possession	Free	5 per cent.

SCHEDULE B.—*continued.*

Enumeration of Goods.	When imported on British Bottoms.	When imported on Foreign Bottoms.
Do. exported to any other place	3 per cent.	6 per cent.
Rice - - -	1 anna per bag, not exceeding 2 seers of 80 tolas to the seer, or if exported otherwise than in bags, 1 anna per maund	2 as. per bag not exceeding 2 seers of 80 tolas to the seer, or if exported otherwise than in bags, 1 anna 6 p. maund.
Rum and pulse of all sorts -	Rs. 3 p. cwt. of 80 tolas to the seer	Rs. 6 p. cwt. of 80 tolas to the seer
Indigo - - -	3 per cent.	6 per cent.
Lac dye and shell lac -	4 per cent -	8 per cent.
Silk raw, floature -	3½ as. p. seer of 80 tolas	7 as. per seer of 80 tolas.
Silk, Bengal wound -	5 as. p. seer of 80 tolas	10 as. per seer of 80 tolas.
Tobacco - - -	4 as. p. maund	8 as. p. maund.
All country articles not enumerated or named above -	3 per cent.	6 per cent.

And when the duty is declared to be ad valorem, the same shall be levied on the market value of the article at the place of export, without deduction.

And in settling for the duties on exports by sea, credit shall be given for payment of inland customs duties, and drawback shall be allowed of any excess of duty paid upon production of rowannas under the following conditions, until the 1st April, 1857:—

First. That the goods shall be identified, and destination to the port of export proved in the usual manner.

Second. That the rowannas shall bear date before the 1st April, 1856, and the goods shall not have been protected therein by, or by the original thereof, more than two years.

And after the said 1st April, 1857, credit shall not be given, nor shall drawback be allowed of any inland customs or land-frontier duty, paid at any custom-house or chokee of the Jumna frontier line, or of Benares, except only upon the article of cotton wool, covered by rowannas taken out at the custom-houses of the western provinces, and proved to have been destined for export by sea, when passed out of those provinces.

W. H. MACNAGHTEN,
Secy. to the Govt. of India.

Remarks on the above Duties.—The policy of charging duties on exported articles, and of making so great a distinction between the duties on articles imported and exported in British and in foreign ships, seems very questionable. The great difficulty under which India labours, in a commercial point of view, consists principally in her inability to furnish equivalents for foreign imported goods, and to make the necessary payments abroad; and when such is the case, it is certainly not a little contradictory to lay duties on exports. The most obvious considerations of expediency and common sense would suggest that they should be allowed to be exported duty-free. There can be no doubt that the stimulus this would give to their production, would, by increasing the public wealth, infinitely more than compensate the government for the loss of the inconsiderable sum produced by the duties with which they are charged.

The duties on most articles of importation do not appear to be at all excessive, provided they were equally distributed. But it seems quite inconsistent, seeing that we have admitted the reciprocity principle into the trade of Britain, that we should exclude it from that of India. The best informed parties concur in opinion, that the effect of the discriminating duties is to diminish trade, without promoting, in any material degree, the employment of British shipping, and to provoke retaliatory measures on the part of the foreigner. The sooner, consequently, that this distinction is abolished, the better will it be for all parties. Regulations of this sort are never productive of any real advantage.

Pilotage, &c.—The Marine Board at Calcutta have recently issued the following regulations, with respect to pilotage &c.:—

1. Commanders are requested, prior to quitting their vessels, on arrival off Calcutta, to fill up and certify, or cause to be filled up and certified, a form of certificate, showing the actual registered tonnage, the draft of water, and whether the vessel has or has not been tugged by a steamer any part of the way, or has or has not had the use of a tow boat; which form will be furnished to the pilot, as order to the bills of the vessel being correctly made out.

2. Commanders are further requested, as early after their arrival as possible, to notify in writing, to the Master Attendant, the name and residence of the reference for the payment of his vessel's bills.

3. On the receipt by the Master Attendant of the above certificate, and written reference for payment, a single bill will be prepared, including, inward pilotage, light-house dues, Mooyapore magazine duty, and wood-hire (if any), which, together with the certificate, will be forwarded to the marine paymaster, for collection within 15 days of the arrival of the vessel, and having on it the name and residence of the party referred to for payment, which commanders are requested to furnish to the Master Attendant, in writing, as early after their arrival as practicable, that officer will more readily be enabled to present in a single cheque all the charges connected with the vessel, up to her arrival off Calcutta, will be embodied in one bill, instead of, as hitherto, being made up in separate bills.

4. In the event of vessels docking, or being transported at the desire of the commander, it is requested that a certificate may be given by the commanding officer of the operation having been performed, in order to its accompanying the bill when presented for payment to the referee.

5. The practice of charging for hauling to the chain-moorings for their monthly hire, and for hauling from the moorings in separate bills, is discontinued, and henceforward one bill will be prepared, including the charge for hauling to the moorings, that for occupying them, and that for hauling from them; and commanders are requested to give, or cause their commanding officers to give to the Master Attendant, or the harbour-master certificate of the date of hauling to and from the moorings, which certificate, as before, will accompany the bill when presented for payment. The hire of the moorings will be charged for the day on which the vessel is hauled thereto, without reference to the period of the day; and, in like manner, no charge will be made for the day on which she hauls from her moorings, however late in the day she may quit them. The charges connected with the chain-moorings will thus be embodied in one bill, and be discharged in one payment instead of three or more, according to the number of months the vessel occupied the moorings.

6. The system of charging outward pilotage on an estimated draught of water, with an addition of 10 per cent., subject to adjustment after the vessel has sailed, and of charging a certain number of days for a tow boat, subject to a like adjustment, is abolished; and in future the outward pilotage and charge for tow-boat hire on outward-bound vessels will be made as follows:—

When the vessel is finally taken, the commander is to give notice thereof to the Master Attendant, when the draft of water is to be ascertained and certified by the commander or commanding officer on the part of the vessel, and by the harbour-master on the part of government; subject, in case of dispute, to the decision of the Master Attendant. On receipt of the certificate, the Master Attendant will charge a bill to be made out for the regular amount of pilotage, and for the tow-boat hire, according to an average rate, with reference to the size of the vessels and the season of the year, fixed by a marine committee which lately sat at the Bankshall, the majority of which was composed of members of houses of agency and commanders of ships. The bill and certificate will be presented in due course for payment.

7. As, however, it frequently happens that vessels are taking in cargo and drawing their water up to the last day of their departure, or that from other causes the bills for the chain-moorings and outward pilotage cannot be made out till the eve of departure, owners, agents, and commanders, are in such cases particularly requested, with a view to despatch, to cause an individual to attend at the Bankshall, and expedite the transmission of the bill and certificate to the board for scrutiny, and to the Pay Office for collection, a week of which, when they with such cases depend upon the most ready and special attention.

8. In the event of a vessel being tugged any part of the way down by steam, or not having the use of a tow-boat, commanders are to obtain from the pilot at Kedgeree a certificate to that effect, which they should forward by Dak to their agents. On receipt thereof, agents are requested to make out a bill against the homeward company for the quarter deduction from the pilotage allowed if tugged by steam, or for the tow-boat hire paid, as the case may be; and to forward it, together with the certificate, to the marine board for audit and payment.

9. In cases where a vessel leaves Calcutta avowedly intended to fill up cargo at some place below, the pilotage will be charged at the draft at which she leaves Calcutta in like manner, though at the reduced amount, as if she had proceeded to sea; and, with respect to the subsequent pilotage charge, from the place at which the vessel takes in the additional cargo to seaward, owners or agents of vessels will be required to furnish a special guarantee to pay the amount chargeable according to a certificate of the draft of water to be signed by the commander or commanding officer and pilot.

10. Six sets of moorings at Diamond Harbour having been fitted specially to enable vessels arriving in distress from loss of anchors and cables to be readily moored, the charge will be Co's Rs. 50 for mooring and unmooring, and the daily hire the same as for the moorings at Calcutta. The moorings will, of course, be available to vessels not in distress from loss of anchors and cables, but the harbour-master will be instructed at all times to keep two sets vacant during the S.W. monsoon, to meet casualties.

CIVITA VECCHIA, a fortified sea port town of the papal dominions, on the Mediterranean, in lat. 42° 4′ 38″ N. lon. 11° 44′ 52″ E. Population 7,000.

Harbour.—The port of Civita Vecchia is artificial, and is formed by three large moles. Two of them projecting from the mainland, inclined one to the north and the other to the south, form the sides of the harbour; while a third mole, or breakwater, constructed opposite to the gap between the other two,

serves to protect the harbour from the heavy sea that would otherwise be thrown in by the westerly gales. A light-house, having the lantern elevated 74 feet above the level of the sea, is erected on the southern extremity of the outward mole; the distance from its extremities to the extremities of the lateral moles, on which there are towers, being about 90 fathoms. Vessels may enter either by the south or north end of the outer mole, but the southern channel is the deepest, having from 8 to 6 and 4 fathoms. Ships may anchor within the port, in from 16 to 18 feet water, or between it and the outer mole where the water is deeper. Within the port there is a dock and an arsenal. — (*Plan of Civita Vecchia.*)

Historical Notice. — This harbour, which is by far the best on the western side of the papal dominions, owes its origin to the Emperor Trajan, and affords the most unequivocal proof, not of his power merely, but of his sagacity and desire to promote the interests of commerce and navigation. There is in one of Pliny's Letters (Lib. 6. Epist. 31.) a clear and interesting account of this great work, which has obviously been planned and constructed with equal skill and judgment. The outer mole was mostly formed, precisely like the breakwater at Plymouth, by sinking immense blocks of stone into the sea, which became fixed and consolidated by their own weight, till by degrees it was raised above the waves. (*Assurgit autem arte visendi; ingentia saxa latissima navis provehit. Contra hæc alia saxa super alia defecta ipso pondere mutant, ac sensim quadam velut aggere construuntur.*) Originally it was called *Trajanus Portus*, and it is to be regretted that it did not always bear the name of its illustrious founder. But in the latter ages of the Roman empire it was called *Centum Cellæ*, and in modern times *Civita Vecchia*. (*Cellarii Notitia Orbis Antiqui*, i. p. 753.)

Money. — Accounts are kept here, and throughout the papal States, in crowns or *scudi*, called Scudi Romani and Scudi di Moneta. 1 *scudo* = 10 *paoli*, and 1 *paoli* = 10 *bajocchi*. The scudo contains 403 grains of English standard silver, and is, consequently, worth 4*s.* 1*d.* sterling. Payments above 5 scudi are made in *cedole* or schedules, a species of bank notes; but these, not being payable in specie on demand, are uniformly at a discount.

Weights. — The *libra*, or pound of 12 *once* or 6,912 *grani*, contains 5,234 English grains. Hence, 100 Roman pounds = 74,771 lbs. avoirdupois = 95,868 lbs. troy = 33,906 kilogrammes = 70,008 lbs. of Hamburgh. There are three different *cantaros* or quintals; viz., of 100, 150, and 250 lbs. The *migliaio* = 1,000 lbs.

Measures. — The Roman foot = 11·12 Eng. inches; the *canna* = 78·84 Eng. inches; the canna used by builders = 87·96 English inches; the barrel of wine = 18·241 imp. gallons, and the barrel of oil = 12·24 imp. gallons; the *some* of oil = 36·13 imp. gals.; the *some* of corn = 84·15 imp. bushels. — (*Kelly's Cambist. Vollersbrecher Manuel Universel.*)

Imports and Exports. — Though the wealth and population of the country round Civita Vecchia be much fallen off in modern times compared with antiquity, it still continues to be the entrepôt of Rome, and engrosses almost the entire trade of the papal dominions on the side of the Mediterranean. The imports consist principally of cotton, woollen, silk, and linen stuffs; coffee, sugar, cocoa, and other colonial products; salt and salted fish, wines, jewellery, glass, and earthenware, &c. The exports consist of staves and timber, corn, coal, wool, cheese, potash, pumice stone, alum, from Tolfa in the vicinity, and other articles. The total value of the imports may be reckoned at from 650,000*l.* to 700,000*l.*, and it may be fairly presumed that the real value of the exports is not much inferior. Marseilles and Genoa have the largest share of the foreign trade of Civita Vecchia, and next to them England.

Duties. — Civita Vecchia is a free port, that is, a port into which produce may be imported, and either consumed or re-exported free of duty.

Quarantine regulations are strictly enforced; no vessel with a foul bill of health being permitted to enter any of the papal ports. — (*Annuaire du Commerce Maritime.* Tom. ii. p. 366. &c.)

Return of the Number and Tonnage of Vessels, distinguishing the Countries to which they belonged, which entered Inwards in the Papal States in 1838.

Of the vessels entering the ports on the Mediterranean, fully three fourths entered Civita Vecchia.

Flags.	In Ports of the Mediterranean.						In Ports of the Adriatic.					
	For Trading Purposes.		Touching or calling, not for Trading Purposes		Fishing Vessels.		For Trading Purposes.		Touching or calling, not for Trading Purposes.		Fishing Vessels.	
	Ships.	*Tons.*	*Ships.*	*Tons.*	*Ships.*	*Tons.*	*Ships.*	*Tons.*	*Ships.*	*Tons.*	*Ships.*	*Tons.*
Austrian	32	5,992	2	135	—	—	1,100	40,765	59	1,078	1,100	7,839
Greek	2	509	—	—	—	—	6	450				
Modenese	—	—	—	—	—	—	167	4,264				
French	64	5,726	22	2,539	—	—						
British	26	4,150	8	1,215	2	2	24	3,637				
Ionian	2	1	—	—	—	—	16	1,103				
Lombardo-Venetian	—	—	—	—	1	3	442	14,881	48	2,521	3,393	23,001
Lucchese	145	5,485	43	897	1	3						
Neapolitan	745	15,532	423	19,647	214	2,662	95	3,705	55	3,287	49	942
Parma	—	—	—	—	—	—	1	91	1	91		
Papal	632	34,435	217	11,701	82	799	3,189	187,413	454	15,898	11,802	151,585
Sardinian	166	13,137	100	10,521	—	—	441	5,654	1	357		
Spanish	27	4,152	—	—	—	—						
Swedish	—	—	—	—	—	—	6	843	1	185		
Tuscan	413	17,722	157	8,615	3	9						
Totals	2,251	126,823	1,021	55,851	332	3,476	5,096	294,849	678	23,069	16,401	183,368

COAL. — We are glad to have to state, that the duty on coal exported in English ships has been repealed; and that the duty on all descriptions of coal exported in foreign ships has been reduced to 4*s.* a ton. The increased exportation of coal this measure will occasion, cannot fail of being highly advantageous. Ships that might otherwise have had to go out in ballast, will now have an opportunity of taking with them what may prove a profitable cargo; at the same time that the cost of conveying the mineral abroad operates as a premium in favour of our own manufactures. The fact, too, that there is, in South Wales alone, a supply of coal sufficient to meet the present demand of the empire for more than 2,000 years, shows the futility of imagining that the measure can be injurious, by its hastening the exhaustion of the mines.

COFFEE. We pointed out (*Diet.* p. 548.) the injustice and impolicy of charging 3*d.* per lb. more on coffee of our Eastern dominions, when imported for home consumption, than on that imported from the West Indies. This distinction is now, however, at an end; the 5 and 6 Will. 4. c. 66. having enacted that coffee, the produce of British possessions within the limits of the East India Company's charter and of Sierra Leone, shall pay, when entered for home consumption, a duty of 6*d.* per lb.

Such coffee must, however, be accompanied with a *certificate of origin*, that is, a certificate subscribed by the proper officer of the place where it was shipped, bearing that he had received from the master, and examined, a declaration under the hand and seal of the shipper of the coffee, stating that it was

really and *bond fide* the produce of some such British possession, and that he (the officer) believed such declaration to be true. The master must also, when he arrives in this country, make and subscribe a declaration before the collector or comptroller, stating that the certificate of origin was received by him at the port where the coffee was taken on board, and that the coffee imported is the same that is mentioned therein. (We believe that this is the sense of the clause (2.) relating to the certificate; but from some error of the press or otherwise, it is all but unintelligible.)

COINS.—1. AMERICAN EAGLE. This, which, with its subdivisions, is the only American gold coin, has lately undergone an important alteration. By the mint regulations of the United States, the eagle, which is declared to be the equivalent of 10 dollars, contained, previously to the 31st of July, 1834, 270 grains of standard gold, viz. 246 grains pure, and 24 grains alloy. But, by an Act of Congress which came into operation at the above date, the weight of the eagle is reduced to 258 grains, of which 232 are pure and 26 alloy. In consequence of this alteration, the sovereign, that was formerly worth 4 dollars 57 cents, is now worth 4 dollars 87 cents, and is received by the Americans at this rate.

We do not know whether it was the object of the American government, in enacting this law, to substitute a gold in the place of a silver currency; but it will no doubt have that effect. Under the former system, silver was over-valued in the American mint as compared with gold; and as it consequently became every body's interest to pay his debts in silver rather than in gold, the latter was nearly banished from circulation, precisely in the same way that the over-valuation of gold in the British mint banished all silver coins of full weight from this country, and that the over-valuation of silver in the French mint banished gold. — (*Dict.* p. 315.) Under the present American system, it is believed that gold is over-valued from 1¼ to 1½ per cent., so that an individual who has to pay a debt of 100*l.*, and who employs metallic money for that purpose, will save from 25*s.* to 30*s.* by using gold rather than silver. This has certainly been the principal cause of that exportation of gold to the United States from Europe that has been carried on at intervals during the last two years, though it no doubt has been partly owing to other causes, and especially, perhaps, to that suppression of notes under 5 dollars, to which we have already alluded. — (See BANKS (*American*), *in this Supp.*)

Value of Foreign Gold Coins in the Currency of the United States. — It was ordered by an Act of Congress, passed at the same time with the New Mint Act, that there "shall pass current as money, and be receivable in all payments, by weight, for the payment of all debts and demands, from and after the 31st day of July 1834," viz., 1. The gold coins of Great Britain, Portugal, and Brazil, of not less than 22 carats fine, at the rate of 98 8-10 cents per pennyweight; 2. The gold coins of France, 9-10ths fine, at the rate of 93 1-10 cents per pennyweight; and, 3. The gold coins of Spain, of the fineness of 20 carats 3-7-16 grains, at the rate of 89-9-10 cents per pennyweight. On this principle the following table has been calculated: —

Gold Coins of G. Britain, Portugal & Brazil. — 22 Carats fine.

	Weight.		Contents in pure Gold.	Value in U.S. currency, at 94 8-10 cts. per dwt.			Value in U.S. currency, estimated by the quantity of pure gold compared with that in the new Eagle of 232 grains		
	dwt.	*gr.*	*grains*	*d.*	*c.*	*m.*	*d.*	*c.*	*m.*
G. BRITAIN —									
Guinea, (half and 7th piece in proportion)	5	9 39-89	118·6	5	11	0	5	11	2
Sovereign (half in proportion)	5	5 123-623	113	4	86	9	4	87	5
PORTUGAL —									
Dobraon of 24,000 rees (half in proportion)	34	12	759	32	70	6	32	71	9
Dobra of 4,800 rees	18	6	401·5	17	30	1	17	30	6
Moidore, - -	6	22	152·2	6	55	7	6	64	2
Milree, 1755 -		19 3-4	108·1	0	78	0	0	78	0
BRAZIL —									
Dobraon - -	34	12	759	32	70	6	32	71	9
Dobra - - -	18	6	401·5	17	30	1	17	30	6
Moidore - -	6	22	152·2	6	55	7	6	64	2

N.B. — There are several gold coins of Portugal and Brazil, the Joanneo, the pieces of 16, 12 and 8 testoons, and the old and new cruzado, which are not included in the above table, because they are not 22 carats fine, and of course are not legal tenders, the words of the Act being express, — "The gold coins of Great Britain, Portugal, and Brazil, *of not less than 22 carats fine.*"

Gold Coins of France, 9-10ths fine.

	Weight.		Contents in pure gold.	Value in U.S. currency at 93 1-10 cts. per dwt.			Value in U. S. currency, estimated by the quantity of pure gold compared with that in the new eagle of 232 grains		
	dwt.	*gr.*	*grains*	*d.*	*c.*	*m.*	*d.*	*c.*	*m.*
Double louis, coined since 1786, (single in proportion)	9	20	219·6	9	15	4	9	16	3
Double napoleon, (single in proportion)	8	7	179	7	71	8	7	71	5
New louis - -	4	3 1-2	89·5	3	85	9	3	85	7

NOTE. — The double louis, louis and demi-louis, coined before 1786, not being 9-10ths fine, are not included in the table, because they are not legal tenders. Neither are the double and single napoleon, or the new louis, exactly 9-10ths fine, but the deficiency is so very small that it is believed it is covered by what is called the remedy of the mint.

Gold Coins of Spain, 20 Carats 3 7-16 Grains fine.

	Weight.		Contents in pure gold.	Value in U.S. currency at 89·9-10 cts. per dwt.			Value in U.S. currency, estimated by the quantity of pure gold, &c. &c.		
	dwt.	*gr.*	*grains*	*d.*	*c.*	*m.*	*d.*	*c.*	*m.*
Quadruple pistole or doubloon, coined before 1772, double, single, and half in proportion)	17	8 1-2	375·3	15	59		16	17	6
Quarter pistole, or gold dollar, coined before 1775 -	1	5	24·2	1	01	1	1	04	3
Doubloon of 1772, (double and single in proportion) -	17	8 1-2	372	15	69		16	05	4
Half pistole of 1772	2	4	46·3	1	94	7	1	99	5

* In the above table the coins are all presumed to be of full weight, but fractional parts of a mill have been disregarded in the calculation of their value. It will be found to be a sufficient approximation to the truth for all ordinary purposes. To those who wish perfect accuracy, it may be observed that the quantity of pure gold in the sovereign is 113·18-11, 214 grains, and that the true value of the sovereign, compared with the new eagle of 232 grains, is 4 87-7 100. This is also the true par of exchange between the United States and *London*, and is equal to a premium of 9 7-10 per cent., as near as can be calculated, on the nominal par of 4 44 or 109 7-10 for 100.

Coinage of the United States Mint in 1835.

				Dollars.	Dollars.
Gold half-eagles	-	371,534	pieces, making	1,857,670	
Quarter-eagles	-	131,402	—	328,505	
			—		2,186,175
Silver half-dollars	-	5,352,000	—	2,676,003	
Quarter-dollars	-	1,392,000	—	488,000	
Dimes	-	1,410,000	—	141,000	
Half-dimes	-	2,760,000	—	138,000	
Cents	-	3,878,000	—	38,784	
Half-cents	-	141,000	—	705	
			—		3,445,003
Total pieces	-	15,996,342	Total value	- -	5,631,867

Amount of Gold received annually from the Gold Region of the United States from 1824 to 1835, both inclusive.

Years.	Virginia.	N. Carolina.	S. Carolina.	Georgia.	Tennesse.	Alabama.	Not ascertained.	Total.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1824	- -	5,000	- -	- -	- -	- -	- -	5,000
1825	- -	17,000	- -	- -	- -	- -	- -	17,000
1826	- -	20,000	- -	- -	- -	- -	- -	20,000
1827	- -	21,000	- -	- -	- -	- -	- -	21,000
1828	- -	46,000	- -	- -	- -	- -	- -	46,000
1829	2,500	136,000	5,500	- -	- -	- -	- -	144,000
1830	21,000	204,000	90,000	212,000	- -	- -	- -	527,000
1831	26,000	294,000	22,000	176,000	1,000	1,000	- -	520,000
1832	54,000	458,000	45,000	139,000	1,000	- -	- -	678,000
1833	104,000	675,000	66,000	216,000	7,000	- -	- -	868,000
1834	62,000	580,000	38,000	215,000	3,000	- -	- -	898,000
1835	60,400	253,500	42,400	519,600	100	- -	19,000	688,000
	312,900	2,517,500	248,900	1,478,600	12,100	1,000	19,000	4,577,840

(Both the above tables are taken from the *American Almanac* for 1837.)

2. INDIAN RUPEE. — The variety of rupees of different weights and values, circulating in different parts of India, has long been found to be productive of considerable inconvenience. We are therefore glad to have to state that it has been enacted, that, from the 1st of September, 1835, the coinage of the former rupees should cease at all the mints throughout India, and that in future there should be coined a rupee (with doubles, halves, and quarters), to be called "The Company's rupee," which shall contain 165 grains ($\frac{11}{12}$) pure silver, and 15 grains ($\frac{1}{12}$) alloy. This new rupee, which is made legal tender in all payments, is equal to the existing Bombay, Madras, and Furruckabad standard rupees, and is ordered to be received as an equivalent for them and for the Sonat rupee, and for $\frac{15}{16}$ths of the Calcutta siccа rupee. It is worth, reckoning silver at 5*s*. 2*d*. and 5*s*. 6*d*. an ounce, 1*s*. 11*d*. and 2*s*. 0$\frac{1}{2}$*d*. sterling. The new, or Company's rupee, bears on the one side the head of the reigning sovereign of Great Britain, and on the obverse the words "East India Company," and the designation of the coin in English and Persian.

MOHUR. — It has been enacted, that from the 1st of September, 1835, no gold coins shall be coined at any mint in India, except gold mohurs or 15-rupee pieces (with the subdivisions), containing each 165 grains ($\frac{11}{12}$) pure gold, and 15 grains ($\frac{1}{12}$) alloy. Such mohurs will consequently be worth 29*s*. 2*d*. each. These coins are marked in the same way as the new rupees, but they are not legal tender.

COLONIES.

Statement of the Nett Expenditure incurred by Great Britain, on account of her several Military and Maritime Stations, Colonies, and Plantations, during the Year 1833-34. — (*Parl. Paper*, No. 408. Sess. 1835.)

Colonies, &c.	Military Expenditure.	Civil Expenditure.	Naval Expenditure.	Total Expenditure for Military, Civil, and Naval Establishments.	Advances in Aid of Colonial Revenues.	Repayments from Colonial Revenues, and Surplus Customs, and Post Office Collections.	Total Expenditure incurred by Great Britain.
Military and Maritime Stations:	*L. s. d.*	*L. s. d.*	*L. s. d.*	*L. s. d.*	*L. s. d.*	*L. s. d.*	*L. s. d.*
Gibraltar - -	153,858 3 9	- -	699 5 9	154,517 9 6	- -	127 6 9	154,389 2 9
Malta - -	100,803 17 10	- -	5,129 9 7	106,226 7 5	- -	211 13 5½	106,014 13 11½
Cape of Good Hope -	92,657 18 8	1,204 4 0	3,360 14 3	97,222 16 8	- -	- -	97,222 16 8
Mauritius - -	116,589 12 2	685 6 0	- -	117,974 18 2	- -	- -	117,974 18 2
Bermuda - -	69,538 1 10	29,464 15 11½	15,296 19 6	112,099 17 5¼	- -	- -	112,099 17 5¼
Fernando Po - -	983 19 0	7,512 5 9	- -	8,496 4 9	- -	- -	8,496 4 9
Ascension - -	1,417 11 10	- -	9,754 2 9	11,171 14 7	- -	- -	11,171 14 7
Heligoland - -	500 0 0	362 19 5	- -	862 19 5	- -	- -	862 19 5
Ionian Islands - -	97,690 17 4	- -	- -	97,690 17 4	- -	- -	97,690 17 4
Plantations and Settlements:							
Jamaica Command:							
Jamaica - -	210,753 14 5	5,654 16 9	2,679 0 11	219,087 12 1	- -	- -	219,087 12 1
Bahamas - -							
Honduras - -							
Windward and Leeward Islands Command:							
Barbadoes - -					848 6 8	- -	
Grenada - -							
St. Vincent - -							
Tobago - -							
Antigua - -							
Montserrat - -							
St. Christopher's -	409,612 0 5	5,950 19 2	458 0 0	416,000 19 7	- -	- -	415,725 0 10½
Nevis - -							
Anguilla - -							
Virgin Islands - -							
Dominica - -							
St. Lucia - -							
Trinidad - -							

Nett Expenditure, &c.—*continued*

Colonies, &c.	Military Expenditure.	Civil Expenditure.	Naval Expenditure.	Total Expenditure, &c.	Advances in Aid of, &c.	Repayments, &c.	Total Expenditure, &c.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Nova Scotia Command:							
Nova Scotia							
New Brunswick	128,326 2 5	30,638 10 5½	7,802 18 0	166,564 10 10½	5,747 16 6	- -	162,512 6 4½
Prince Edward's Is.							
Newfoundland							
Sierra Leone	28,199 16 7	11,061 16 1	1,500 0 0	40,761 12 8	- -	- -	40,761 12 8
Gambia	- -	3,500 0 0	- -	3,500 0 0	- -	- -	3,500 0 0
Cape Coast	228,107 17 3	7,205 0 0	1,964 13 8	154,137 10 12	- -	17,797 10 4½	175,310 0 6½
Ceylon	6,771 18 1	19,082 3 8	- -	24,454 1 5	- -	- -	24,454 1 5
Western Australia							
Penal Settlements:							
New South Wales	92,321 3 2	311,418 7 5½	- -	403,739 10 7½	- -	[26,676 18 7½ / 6,052 6 5½]	371,010 5 9½
Van Diemen's Land							57,114 8 1
General charges	29,114 8 1	8,000 0 0	- -	37,114 8 1	- -	- -	
Totals	1,930,287 16 7	1,431,340 14 6½	50,175 15 5½	3,401,709 5 5½	113,471 16 9½	50,850 15 5½	2,364,309 6 0½

COMPANIES (PUBLIC SCOTCH). — The following Table may, we believe, be safely relied on. It shows the periods when almost all the great joint stock associations now existing in Scotland were established; the amount of *paid up* capital held by each; the dividend thereon; the period when the dividend is paid; the amount of each share; and the prices the shares brought in December, 1836.

Description of Stock.	When formed.	Capital paid in.	Dividend.	When payable.	Shares.	Prices, December, 1836.
		£			£. s. d.	£. s. d.
Banks.						
Bank of Scotland	1695	1,000,000	6 per cent.	April, Oct.	83 6 8 all paid	168 0 0
Royal Bank of Scotland	1727	2,000,000	8½ —	Jan. July	100 0 0 —	166 0 0
British Linen Company	1746	300,000	8 —	June, Dec.	100 0 0 —	240 0 0
Commercial Bank	1810	600,000	6 —	Jan. July	500 0 0 100l. pd.	178 0 0
National Bank	1825	500,000	5 —	Jan. July	100 0 0 10l. —	15 0 0 to 15 10 0
Glasgow Union Bank	1830	400,000	5 —	June	200 0 0 50l. —	62 0 0
Western Bank of Scotland	1838	600,000	4 —	June	200 0 0 50l. —	36 0 0
		Number of Shares.				
Insurance Companies.						
Caledonian Fire Insurance Co.	1805	1,400	7 per cent.	July	100 0 0 10l. —	16 0 0
Hercules Insurance Co.	1809	4,000	6½ —	April	100 0 0 10l. —	17 15 0
North British Insurance Co.	1809	30,000	6 —	June	100 0 0 10l. —	18 0 0
Insurance Co. of Scotland	1821	100,000	5 —	August	10 0 0 all paid	7 16 0
Standard Life Insurance Co.	1825	10,000	5 —	August	10 0 0 1l. 8s. —	1 16 0
Scottish Union Insurance Co.	1824	250,000	6½ —	January	20 0 0 1l. —	1 7 0
Edinburgh Life Assurance Co.	1823	5,000	8 —	January	100 0 0 10l. —	14 10 0
West of Scotland Fire Insu. Co.	1825	100,000	3½ —	July	100 0 0 10l. —	Par
Miscellaneous.						
Glasgow Royal Exchange	1827	1,172	1l. 1s. per share	Whitsund.	50 0 0 42l. —	51 0 0
Do. Gas Company	1818	4,400	10 per cent.	Feb. Aug.	25 0 0 all paid	58 0 0 to 62 0 0
Do. Water Company	1807	2,880	- -	Whits. Mart.	50 0 0 —	——
Do. Crawfordhill Water Co.	1808	2,260	- -	Whitsund.	25 0 0 —	——
Do. New Clyde Shipping Co.	1824	500	1l. per share	May	10 0 0 —	——
Do. Old Clyde Shipping Co.	1819	4,000	20 p. Dec. —	March	25 0 0 —	——
Edinburgh Gas Company	1818	4,500	10 per cent.	Feb. Aug.	25 0 0 —	60 0 0
Do. additional for New Stock		- -	- -	- -	25 0 0 15l. paid	42 0 0
Do. Water Company	1819	5,400	6 per cent.	June, Dec.	25 0 0 all paid	38 0 0
Do. and Dalkeith Railway Co.	1826	1,400	5 —	- -	50 0 0 —	55 0 0
Do. and Glasgow Un. Canal Co.	1817	4,810	- -	Mar. Sept.	50 0 0 —	18 0 0
Do. and Glasgow do. (allocated)	1837	1,810	- -	Mar. Sept.	50 0 0 —	55 0 0
Do. and Leith Glass Company	1824	10,000	5 per cent.	February	20 0 0 15l. paid	17 15 0
Do. Equitable Loan Company	1825	5,000	5 —	April	20 0 0 10l. —	10 0 0
Leith Gas Company	1821	7,750	7½ —	July	20 0 0 all paid	45 0 0
Forth and Clyde Canal	1768	1,207	2½ per share	Whits. Mart.	400 16 0 —	610 0 0
Monkland Canal	1768	2,020	- -	Feb. Aug.	7 8 6 —	——
Garnkirk Railway	1826	1,380	- -	Martinmas	50 0 0 —	27 0 0
Monkland & Kirkintilloch do.	1824	1,340	5 per cent.	Whits. Mart.	25 0 0 —	——
Smith's Iron Company	1824	2,000	4l. per share	February	50 0 0 50l. paid	45 0 0

CORN (PRICE OF). — The average prices of British corn in 1833, 1834, and 1835, were as follow: —

Years.	Wheat.	Rye.	Barley.	Oats.	Peas.	Beans.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1833.	66 11	32 11	27 0	20 11	36 8	33 1
1834.	46 4	24 0	27 0	20 11	39 4	35 5
1835.	50 4	30 4	29 11	22 0	36 6	36 11

The *average prices* of wheat, barley, and oats, in England and Wales, during the seven years ending the 31st of December, 1835, have been, wheat, 56*s.* 3*d.*; barley, 31*s.* 9*d.*; and oats, 22*s.* These prices are important, being those by which the tithe commutations under the late act, are to be determined.

CORN (ISLE OF MAN). — All foreign corn imported into the Isle of Man is now subject to the same duties as in the United Kingdom. — (5 & 6 *Will.* 4. c. 13.)

CORN (PRICE OF IN FRANCE). — We copy from the *Times* the following

Table of the average Prices of Wheat in France at the End of October of each Year, from 1819 to 1836, both inclusive, according to the official Returns, with their Equivalents in English Measure and Money: —

Years.	Per hect.	Per qr.	Years.	Per hect.	Per qr.
	fr. c.	s. d.		fr. c.	s. d.
1819	18 28	35 0	1828	21 69	42 8
1820	19 87	38 0	1829	21 50	42 5
1821	18 24	35 8	1830	23 20	45 4
1822	17 53	33 7	1831	22 88	44 3
1823	17 72	33 11	1832	18 67	36 9
1824	14 46	28 0	1833	17 42	33 4
1825	18 01	34 11	1834	14 56	28 4
1826	15 86	30 7	1835	17 95	34 0
1827	18 13	34 8	1836	17 78	33 9

The average of the whole period is 17*fr.* 5*te.* per hectolitre, equal to 40*s.* 1*d.* per quarter; and it will be remarked that the average of last year is the lowest of the whole period.

The average price of British wheat during the second week of October, 1835, was 57*s.* a quarter, being [illegible] than it has been at any time since 1780.

COTTON.

Account of the Exports of Cotton Goods and Yarn in 1834 and 1835; specifying the Quantity and Value of those sent to each Country.

Countries to which exported.	1834.					1835.				
	Entered by the Yard.		Hosiery, Lace, and Small Wares.	Cotton Twist and Yarn.		Entered by the Yard.		Hosiery, Lace, and Small Wares.	Cotton Twist and Yarn.	
	Quantities.	Declared Value.	Declared Value.	Quantities.	Declared Value.	Quantities.	Declared Value.	Declared Value.	Quantities.	Declared Value.
	Yards.	*L.*	*L.*	*lbs.*	*L.*	*Yards.*	*L.*	*L.*	*lbs.*	*L.*
Russia	15,729,886	66,546	4,242	16,241,363	1,037,535	2,883,659	109,598	5,382	21,087,819	1,365,922
Sweden	1,512,990	6,400	1,050	409,250	30,018	569,893	2,044	926	840,774	60,751
Norway	567,531	14,602	1,295	64,123	3,575	2,011,220	17,916	1,713	109,450	6,234
Denmark	246,520	6,362	287	25,050	1,017	435,119	5,649	120	119,280	6,589
Prussia	3,008	280	199	24,342	2,017	246	22	251	16,265	1,427
Germany	50,527,408	1,293,617	207,105	26,492,890	1,703,468	43,571,748	1,191,065	217,963	27,866,015	1,746,893
Holland	21,180,927	549,096	49,778	13,084,898	1,122,737	21,746,759	539,792	50,508	13,899,143	1,194,651
Belgium	4,150,166	155,391	14,012	65,544	5,409	5,581,974	136,719	18,537	82,568	7,067
France	2,537,600	60,774	67,333	101,908	23,527	2,472,195	73,333	106,159	98,553	20,495
Portugal, Proper	42,004,994	599,887	10,595	241,937	19,265	34,710,953	758,079	20,998	164,138	13,334
Azores	1,361,159	30,661	914	30,612	1,112	942,285	21,815	997	14,955	796
Madeira	573,181	12,284	442	89	7	450,357	9,253	1,174	80	6
Spain and the Balearic Islands	456,670	12,184	1,053	2,945	360	422,035	11,027	1,293	1,820	248
Canary Islands	758,659	18,765	884	460	60	810,854	15,956	742	200	30
Gibraltar	13,150,134	312,729	7,027	12,909	1,073	17,205,569	440,140	11,701	26,146	2,406
Italy and the Italian Islands	60,685,965	1,565,945	52,544	2,888,068	545,808	54,688,534	1,360,968	87,280	7,024,588	427,875
Malta	4,560,567	122,156	1,841	531,340	28,887	4,819,852	97,915	5,180	996,360	18,883
Ionian Islands	1,747,855	36,515	958	129,622	8,888	1,225,534	28,430	962	131,050	8,382
Turkey and Continental Greece (exclusive of the Morea)	28,621,490	828,240	5,546	1,989,851	109,750	31,867,048	970,033	5,544	1,575,100	85,404
Morea and Greek Islands	460,984	17,495	370	1,581	140	170,191	5,287	439		
Egypt Ports on the Mediterranean	5,929,444	95,874	296	551,714	29,900	5,729,027	191,779	290	464,120	29,603
Tripoli, Barbary, and Morocco	590,568	9,992	703	-	-	1,177,814	34,092	126	-	-
West Coast of Africa	4,373,435	102,284	607	670	180	3,905,138	124,477	467	1,149	316
Cape of Good Hope	4,006,511	100,528	10,547	2,330	178	3,163,145	115,590	9,587	48,612	780
St. Helena	110,372	3,124	321	29	2	132,405	4,543	526	-	-
Isle of Bourbon	98,240	1,994	36	-	-	-	-	-	-	-
Mauritius	2,496,545	70,453	6,671	340	34	2,943,161	70,470	7,092	36	11
Arabia	-	-	-	-	-	96,149	2,457	-	-	-
East India Company's territories and Ceylon	38,979,059	945,504	15,717	4,267,655	315,583	51,777,277	1,358,525	30,631	5,399,762	453,821
China	6,581,018	132,393	10,505	952,440	66,839	11,217,212	249,302	2,550	2,833,362	170,390
Sumatra and Java	10,118,790	290,901	1,863	328,970	17,113	9,748,883	365,681	3,948	215,985	16,166
Philippine Islands	1,794,158	54,005	1,116	20,500	1,125	2,068,917	63,395	480	-	-
New South Wales, Van Diemen's Land, and Swan River	3,724,420	101,701	11,584	11,433	682	2,513,109	72,369	11,401	6,820	538
Ports of Siam	319,025	11,416	50	22,000	1,565	-	-	-	-	-
New Zealand and South Sea Isles	-	-	-	-	-	25,119	449	-	-	-
British North American Colonies	40,985,702	965,261	20,567	194,622	6,458	46,877,033	450,247	31,899	204,160	11,514
British West Indies	30,946,315	728,736	40,864	5,584	455	47,981,958	965,859	29,056	22,754	1,807
Hayti	7,166,854	212,587	5,835	4,300	305	6,487,788	187,063	11,005	-	-
Cuba and other Foreign West Indies	21,174,686	511,887	13,424	10	1	15,981,529	402,962	19,983	250	30
U. S. of America	45,630,382	1,091,057	277,632	107,445	6,005	74,902,985	2,392,901	327,010	126,588	8,599
Mexico	6,823,004	201,477	1,875	453,346	27,201	3,261,948	204,967	7,388	591,969	29,104
Guatemala	879,001	25,797	1,115	25,155	1,778	848,149	16,008	-	13,620	1,010
Columbia	5,315,577	114,962	3,502	55,500	3,435	3,750,213	74,143	5,219	-	-
Brazil	65,494,332	1,427,029	88,559	87,150	5,795	58,859,039	1,458,842	62,065	10,198	981
States of the Rio de la Plata	20,946,318	440,851	33,515	9,258	446	12,853,787	312,490	25,458	54,500	3,824
Chili	25,474,954	606,054	90,814	5,089	860	16,814,705	420,880	15,790	2,360	263
Peru	4,504,192	127,823	5,760	-	-	3,586,075	283,007	9,875	5,400	380
Isles of Guernsey, Jersey, Alderney, and Man	496,040	49,054	33,256	8,192	981	933,870	48,812	28,899	6,743	592
Totals	555,700,809	14,127,322	1,175,219	76,473,485	5,317,016	597,615,701	16,181,831	1,240,284	53,241,198	3,706,69

CURRANTS.—The exorbitant duty of 44*s.* 4*d.* a cwt. on currants was reduced, in 1834, to half that amount, or to 22*s.* 2*d.* a cwt.—(4 & 5 *Will.* 4. *c.* 89. § 15.) But this reduction, considerable as it is, is not enough. The duty ought not to exceed 10*s.*, or at most 12*s.* The price of currants in bond usually varies from 20*s.* to 25*s.*; so that the duty, as fixed by the 4 & 5 Will. 4. *c.* 89., is equal to about 100 per cent. *ad valorem*. But such a duty is obviously oppressive; the more especially as currants, if low-priced, would be largely consumed by all classes in this country; and as they form the principal equivalent the inhabitants of the Ionian Islands and of the Morea have to offer in exchange for foreign products. We are satisfied, too, that had the duty been reduced to 10*s.* a cwt., it would, in a few years, have yielded more revenue than it will ever yield at its present rate. Such a reduction would have brought currants within the command of a much greater number of persons; and it would, in fact, have gone far to render them an article of general consumption; whereas the duty of 22*s.* 2*d.* will still confine their use to the wealthier classes.

It has been said, that a reduction of the duty from 44*s.* 4*d.* to 10*s.* a cwt. would not have made a corresponding reduction in the price of the article; and that the measure would have redounded more to the advantage of the growers of currants than of the consumers in this country. That such might have been in some degree the case, at the outset, we admit; but the greater advantages derived by the raisers

of currants would have made them be produced in much larger quantities, so that at no distant period we should have reaped the full advantage of the reduction in the rate of duty, at the same time that our trade with the Ionian Islands and the Morea would have been increased proportionally to the increase in the imports of currants. However, we are grateful for what has been done; and it may be fairly presumed that the beneficial effect of the reductions already made will lead to others on a still greater scale.

CUSTOMS.

An Account of the Gross and Nett Amount of Duties collected at each Custom-house of the United Kingdom respectively, in the Year ending 5th January, 1836, compared with similar Receipts in the preceding Year.—(*Parl Paper*, No. 262. Sess. 1836.)

Ports.	Gross Receipt in 1834.	Gross Receipt in 1835.	Nett Receipt in 1834. Exhibiting Produce, deducting Repayment of Trade Vouchers, Office Expenses, &c.	Nett Receipt in 1835.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
ENGLAND.				
London	10,697,265 15 9	11,775,616 13 6	9,576,972 1 0	10,601,600 5 8
Aberystwith	175 16 0	2,006 10 9	-	1,055 16 9
Aldborough	91 10 5	61 10 8		
Arundel	3,100 6 10	2,706 10 4		
Barnstaple	10,569 8 4	13,565 16 8	8,541 18 9	11,734 4 3
Beaumaris	2,436 2 9	3,378 8 1		
Berwick	7,299 10 10	7,189 11 5		
Bideford	5,435 6 10	4,192 1 4	515 10 8	1,281 18 5
Blackney and Clay	1,251 1 5	1,304 9 2		
Boston	10,803 15 4	10,525 3 1	6,670 10 6	6,078 5 4
Bridgwater	7,308 16 10	6,754 2 6	6,494 2 4	5,080 16 6
Bridlington	25 10 7	22 10 2		
Bridport	6,304 9 7	5,822 9 0	3,273 7 2	3,606 3 3
Bristol	1,072,106 14 10	1,177,987 3 7	998,002 0 6	1,120,808 1 4
Cardiff	3,886 8 1	5,508 16 9	2,665 18 11	4,086 1 5
Cardigan	587 19 1	1,119 8 0		
Carlisle	24,111 8 5	28,302 4 5	23,050 7 7	27,111 4 8
Chepstow	502 7 7	1,195 6 6	402 17 4	692 11 9
Chester	26,007 19 8	28,144 8 10	23,764 11 2	26,900 0 7
Chichester	1,529 19 8	909 1 5		
Colchester	15,979 12 7	13,548 12 6	11,413 6 1	10,997 13 0
Cowes	1,252 1 9	2,110 17 2		
Dartmouth	5,098 17 0	5,509 7 1		
Deal	187 11 6	76 3 8		
Dover	60,897 9 2	52,714 9 10	22,950 5 7	24,082 1 7
Exeter	69,745 13 8	72,520 4 10	58,878 7 3	61,976 3 6
Falmouth	21,661 18 3	19,452 19 11	10,136 14 6	6,271 7 2
Faversham	6,385 7	4,910 13 5		
Fowey	12,462 15 8	15,997 8 3	-	49 18 3
Gloucester	134,105 8 10	130,481 4 9	126,067 10 10	153,158 12 3
Goole	56,908 1 11	58,868 15 1	75,014 9 2	57,359 3 0
Grimsby	17,310 8 5	17,416 0 5	11,109 6 10	11,822 7 2
Gweek	3,441 3 10	15,294 18 0	- -	3,724 2 9
Harwich	4,168 4 5	4,168 5 9		
Hull	682,008 14 2	720,870 14 2	650,764 14 4	689,573 18 6
Ilfracombe	230 1 6	254 0 3		
Ipswich	33,201 11 4	36,789 5 2	31,468 8 4	34,979 6 7
Lancaster	46,352 10 11	46,848 19 5	42,656 0 11	42,725 15 5
Llanelly	2,789 5 5	2,154 6 1	1,572 14 0	939 16 11
Liverpool	3,845,300 9 11	4,172,847 6 6	3,662,310 11 11	4,044,894 18 8
Lynne	1,183 3 9	1,663 17 0		
Lynn	38,425 13 10	42,625 14 3	34,088 12 3	38,582 6 2
Maldon	4,696 10 2	5,262 13 7		
Milford	10,538 5 0	11,989 18 5	- -	777 6 1
Minehead	48 16 10			
Newcastle	286,918 6 10	289,508 0 2	271,287 19 10	275,369 9 4
Newhaven	1,538 1 4	14,989 9 1	1,256 19 7	5,115 19 5
Newport	8,173 1 8	6,709 2 1	7,552 11 6	5,751 8 11
Padstow	2,333 1 7	1,897 10 8		
Pembroke	15,903 15 2	18,263 7 3	- -	2,184 9 5
Plymouth	84,445 13 2	93,462 3 11	72,738 17 2	71,147 14 11
Poole	8,903 13 6	9,681 12 10		
Portsmouth	55,173 12 5	51,887 17 3	34,858 19 0	30,082 5 6
Ramsgate	9,310 17 1	8,247 2 4		
Rochester	26,221 5 11	19,621 15 5	8,428 9 10	1,460 12 6
Rye	6,397 6 0	8,691 18 0		
St. Ives	2,954 11 5	2,688 11 3		
Scarborough	2,854 1 6	1,188 4 9		
Scilly	192 1 5	153 8 2		
Shoreham	26,536 4 5	28,376 10 3	13,760 9 4	13,233 2 2
Southampton	46,823 4 10	49,506 15 8	28,528 11 6	31,676 11 4
Southwold	1,905 7 0	1,913 0 13		
Stockton	47,878 11 11	51,487 12 8	42,964 9 8	46,761 11 6
Sunderland	65,284 6 7	62,626 16 6	59,132 15 8	56,814 17 10
Swansea	4,789 13 4	3,791 2 7	927 3 1	
Truro	26,584 16 11	27,820 3 5	8,550 13 1	15,152 12 11
Wells	332 15 5	747 0 6		
Weymouth	12,156 14 2	13,179 2 2		
Whitby	1,270 18 7	1,371 14 7		
Whitehaven	86,065 6 4	96,079 14 3	81,386 8 10	91,583 2 3
Wisbeach	6,209 10 9	7,090 19 9	4,883 1 0	5,982 13 4
Woodbridge	2,263 4 11	2,785 11 11	- -	549 12 11
Yarmouth	64,410 16 10	56,814 7 11	51,903 2 3	45,602 10 11
Douglas	25,303 10 7	27,279 5 11	17,789 1 2	15,887 4 11
Total of England	17,912,978 16 9	19,614,979 8 9	16,060,993 16 5	17,708,216 13 0
SCOTLAND.				
Aberdeen	54,581 1 2	53,835 0 6	45,950 7 0	45,154 2 2
Ayr	1,910 1 1	1,185 8 2	874 4 0	184 11 10
Banff	603 18 10	1,119 5 3		
Borrowstouness	4,578 15 4*	3,779 11 6	2,557 7 7	1,773 9 10
Campbeltown	689 0 1	781 1 0		
Dumfries	4,511 0 7	4,261 12 6	663 9 9	741 10 1
Dundee	48,302 17 2	45,609 5 4	13,537 13 5	39,125 4 10
Glasgow	270,667 8 9	311,701 10 8	263,944 12 2	305,317 0 5
Grangemouth	23,226 15 5	21,525 10 7	20,481 10 7	18,014 5 1
Greenock	482,158 4 1	446,891 11 0	350,167 12 5	316,575 4 8
Inverness	577 9 10	576 4 0		
Irvine	2,427 14 7	2,441 14 11	576 2 6	649 0 1
Kirkaldy	7,254 2 8	5,024 12 10	5,170 0 6	1,727 17 7

Customs. — *continued.*

Ports.	Gross Receipt in 1854.	Gross Receipt in 1855.	Nett Receipt in 1854.	Nett Receipt in 1855.
			Exhibiting Produce, deducting Repayment of Trade Vouchers, Office Expenses, &c.	
SCOTLAND.	*L.* *s.* *d.*	*L.* *s.* *d.*	*L.* *s.* *d.*	*L.* *s.* *d.*
Kirkwall	1,148 2 5	369 12 0		
Leith	386,307 12 6	489,881 16 6	307,655 5 8	375,954 6 11
Lerwick	1,754 5 2	1,172 17 10	662 0 5	324 8 4
Montrose	7,369 2 9	6,847 5 8	2,138 9 6	1,672 1 8
Port Glasgow	140,284 8 4	125,148 11 4	107,466 1 6	112,646 14 9
Stornoway	666 1 7	655 6 6		
Stranraer	341 10 9	292 11 2		
Thurso and Wick	1,264 18 11	1,676 0 10		
Total of Scotland	1,441,245 4 10	1,529,810 17 7	1,108,683 16 0	1,216,490 15 11
IRELAND.				
Baltimore	1,041 3 0	2,150 16 7		
Belfast	289,024 12 5	357,574 12 1	259,962 15 8	326,179 3 10
Coleraine	2,090 19 7	3,271 4 1		
Cork	198,089 1 0	217,788 15 1	166,132 18 8	185,866 18 2
Drogheda	15,306 13 4	9,176 19 3	15,565 18 8	5,829 17 4
Dublin	766,592 1 5	918,801 18 0	691,097 3 10	844,359 3 9
Dundalk	4,497 1 9	5,618 2 10		
Galway	38,508 4 8	31,133 2 5	28,502 0 8	20,968 14 9
Limerick	136,910 14 6	142,843 10 0	116,400 4 4	122,455 8 11
Londonderry	87,469 17 3	100,088 1 9	71,953 17 1	85,607 3 10
Newry	51,083 10 3	54,081 3 1	37,145 19 6	39,646 0 4
Sligo	34,915 13 7	35,705 4 5	18,399 12 2	16,965 0 4
Waterford	125,028 16 9	135,844 19 4	113,903 18 8	123,861 16 6
Westport	597 1 8	452 18 5		
Wexford	5,087 3 9	4,920 15 10		
Total of Ireland	1,757,142 12 10	2,016,149 12 6	1,514,861 9 3	1,771,419 18 6

ABSTRACT OF THE ABOVE ACCOUNT.

Countries.	Gross Receipt in 1854.	Gross Receipt in 1855.	Nett Receipt in 1854.	Nett Receipt in 1855.
			Exhibiting Produce, deducting Repayment of Trade Vouchers, Office Expenses, &c.	
	L. *s.* *d.*	*L.* *s.* *d.*	*L.* *s.* *d.*	*L.* *s.* *d.*
England	17,912,978 16 9	19,611,979 8 9	16,060,993 16 5	17,708,216 11 0
Scotland	1,441,245 4 10	1,529,810 17 7	1,108,683 16 0	1,216,490 15 11
Ireland	1,757,142 12 10	2,016,149 12 6	1,514,861 9 3	1,771,419 18 6
Grand totals	21,111,366 14 5	23,160,939 18 4	18,684,489 0 8	20,696,127 1 5

N. B. — The items in the first two columns of the above table agree with the totals as given in the parliamentary return; but there is a *very wide* discrepancy between the items and the totals of the next two columns, as given in the same return. We cannot say whether the items are right and the totals wrong, or the totals right and the items wrong; but the above is the correct addition supposing the items to be right.

DANUBE (NAVIGATION OF). See GALACZ.

DERELICT, FLOTSAM, JETSAM, AND LAGAN. — It was enacted by the 3 & 4 Will. 4. c. 52. (see *Dict.* p. 662. at top), that such foreign goods derelict, jetsam, and flotsam, as could not be sold for the amount of the duties, were to be deemed unenumerated goods, and charged with duty accordingly. But this proviso has been repealed; and the Commissioners of Customs are authorised to inquire into the extent to which such goods shall have been damaged, and to make such abatement of the duties as may appear just and reasonable. — (6 & 7 *Will.* 4. c. 60. § 3.)

It is further enacted, that goods found derelict, or under the denomination of flotsam, jetsam, &c. shall, if not claimed within 12 months, be deemed condemned as droits of Admiralty. — (§ 7.)

DOCK DUES (LIVERPOOL). — Some very important reductions have been effected, by an order of the Committee of the Liverpool Docks, dated the 6th September 1836, in the charges on account of ships and goods in these docks. The revised charges are embodied in the article DOCKS (LIVERPOOL) in this impression of the dictionary; but the Order referred to is subjoined, that the proprietors of former impressions may not want the important information it contains.

The Committee for the affairs of the Liverpool Docks, having taken into consideration the rates and duties now payable upon several articles of merchandise imported and exported to and from the Port of Liverpool; and also the rates and duties now payable upon the tonnage of vessels; and also the rates and duties now payable in support of the light houses and floating light, have

Resolved and ordered,

1. That the collector or receiver of the dock rates and duties be authorised to take and collect from the importers and exporters of the several articles of merchandise, particularised and set forth in the schedule hereto annexed (see Dictionary, pp. 508-511.), the several rates and duties hereinafter mentioned, in lieu of the several rates and duties now payable on such articles of merchandise, viz. —

Cotton from India, 2*d.* per 100 lbs. weight, inwards.
Jute, 1*s.* 4*d.* per ton, inwards.
Nuts, 2*d.* per bushel, inwards.
Oranges and lemons, 2*d.* per chest or case, and 1*d.* per box, inwards.
Sago, 1*s.* 6*d.* per ton, inwards.
Silk, raw or thrown, 1*s.* per 100lbs. weight, inwards.
Silk, waste, 4*d.* per 100lbs. weight, inwards.
Tar, 1*id.* per barrel, inwards.
Muskets or guns, 3*d.* per case, outwards.

2. That the collector or receiver of the dock rates and duties be authorised to continue to take and collect from the importers and exporters of all goods, wares, and merchandise, (including the rates and duties in the before-mentioned schedule, and excepting goods, wares, and merchandise brought coastwise or from Ireland,) a rate and duty *not exceeding two-thirds of the rates and duties now payable on all such goods, wares, and merchandise.*

3. That the collector or receiver of the dock rates and duties be authorised not to charge and collect any rates or duties upon goods, wares, and merchandise imported coastwise from any ports or places in the United Kingdom of Great Britain and Ireland, including the islands of Jersey, Guernsey, Alderney, Sark, and Man.

6. That the collector or receiver of the dock rates and duties be authorised to take and collect the several rates and duties upon the tonnage burthen of vessels hereinafter mentioned, in lieu of the rates and duties now payable thereon:—

Tonnage Duties to be charged for certain Classes of Voyages.

Class 1st. Between the Mull of Galloway and St. David's Head, including the Isles of Man and Anglesea, the sum of 2½*d.* per ton.

Class 2d. Between the Mull of Galloway and Duncan's Bay Head, including the Orkney Isles, and all the islands on the western coast of Scotland, and between St. David's Head and the Land's End, including the Scilly Islands, and the east coast of Ireland, from Cape Clear to Malling Head, the sum of 3½*d.* per ton.

Class 3d. All parts of the east and southern coasts of Great Britain, between Duncan's Bay Head and the Land's End, including the islands of Shetland, and all parts of the west coast of Ireland, from Cape Clear to Malling Head, including the islands on that coast, the sum of 4½*d.* per ton.

Class 4th. All parts of Europe to the eastward of Cape Finisterre, and to the westward of the North Cape, and without the Carregat and Baltic Sea, and including the islands of Guernsey, Jersey, Alderney, Sark, the Faro Isles, and Iceland, the sum of 9*d.* per ton.

Class 5th. All parts within the Carregat and Baltic, including the whole of Sweden, the White Sea, and all parts to the eastward of the North Cape, all parts in Europe to the southward of Cape Finisterre, without the Mediterranean, Newfoundland, Greenland, Davis's Straits, Canaries, Western Islands, Madeira, and Azores, the sum of 1*s.* per ton.

Class 6th. All parts on the east coast of North America, the West Indies, the east coast of South America, to the northward of Rio la Plata inclusive; all parts of the west coast of Africa, and islands, to the northward of the Cape of Good Hope, and all parts within the Mediterranean, including the Adriatic, the Black Sea, and Archipelago, the islands of St. Helena, Ascension, and the Cape de Verd Islands, the sum of 1*s.* 6*d.* per ton.

Class 7th. All parts in South America, to the southward of the Rio la Plata, in the Pacific Ocean, in Africa and Asia, to the eastward of the Cape of Good Hope, the sum of 2*s.* 3*d.* per ton.

It is further ordered,—

That the collector or receiver of the dock rates and duties be authorised to continue to demand, levy, and collect, in lieu of the rates and duties now payable in support of the lighthouses and floating light, of and from all ships and vessels entering into, and sailing out of, the port of Liverpool, the rates and duties in the following schedules, viz.:—

Lighthouse Duties.—For every ship or other vessel, trading or sailing to or from the port of Liverpool and St. David's Head, or Carlisle, or to any other port or place between Liverpool and St. David's Head, or Carlisle, the sum of 4½*d.* per ton.

And for every ship or other vessel trading or sailing to or from the said port of Liverpool, and any other port or place in Great Britain and Ireland, or the adjacent islands, not herein-above named, the sum of 3*d.* per ton.

And for every such ship or other vessel, trading or sailing to or from the said port of Liverpool, and any other port or place not being within the kingdom of Great Britain and Ireland, or the adjacent islands, the sum of 1*d.* per ton.

Floating Light Duties.—All vessels sailing to or from Liverpool to any port or place between Duncan's Bay Head and the Land's End, on the west side of Great Britain, and between Malling Head and Cape Clear, on the east side of Ireland, 1*d.* per ton.

All vessels sailing to or from Liverpool to any port or place between Duncan's Bay Head and the Land's End, on the east and southern coast of Great Britain, and between Malling Head and Cape Clear, on the west coast of Ireland, ½*d.* per ton.

All vessels sailing to or from Liverpool to any port or place not being within the United Kingdom of Great Britain and Ireland, or the adjacent islands, to the northward of the Cape of Good Hope, and the northward of Cape Horn, 1*d.* per ton.

All vessels sailing to or from Liverpool to any port or place to the eastward of the Cape of Good Hope, and the westward of Cape Horn, 1*d.* per ton.

And lastly,—

That the rates and duties so to be collected and taken as aforesaid, shall be surcharged upon all vessels arriving in the port of Liverpool after the 20th day of September instant, 1836; but that such alterations and reductions shall not be, or be considered, as a relinquishment or abandonment of the right of the trustees of the Liverpool docks to receive, at any time hereafter, the full amount, or any part, of the rates and duties now payable on such goods, wares, and merchandise, and upon the tonnage of ships and vessels, and also in support of the lighthouses and floating light.

EAST INDIAN FINANCE.

Abstract View of the Revenues and Charges of India for the Years 1831-32, 1832-33, 1833-34, and (by estimate) 1834-35.

	Revenue.				Charge.				
	1831-32.	1832-33	1833-34.	1834-35.		1831-32.	1832-33.	1833-34.	1834-35.
	L.	*L.*	*L.*	*L.*		*L.*	*L.*	*L.*	*L.*
Bengal -	9,474,081	9,487,778	8,844,241	5,445,100	Bengal -	7,559,470	7,687,229	7,018,449	6,742,297
Agra -	-	-	-	3,697,900	Agra -	-	-	-	231,800
Madras -	5,222,156	2,969,956	3,235,233	3,501,982	Madras -	3,230,261	3,174,547	3,258,995	3,076,404
Bombay -	1,461,916	1,497,398	1,600,691	1,503,782	Bombay -	2,060,408	2,031,710	1,968,045	1,905,749
Total revenues of India	14,158,153	13,955,642	13,680,165	13,908,764	Total charges in India -	12,834,939	12,896,485	12,245,489	12,313,246
					Charge on account of St. Helena -	94,152	95,553	91,641	10,986
					Charge on account of India in England -	1,476,635	1,227,536	1,293,537	2,163,868
Deficiency of ordinary revenue - -	207,554	264,332	- -	578,336	Total charges of India -	14,405,756	14,219,574	13,630,767	14,487,100
					Surplus of ordinary revenue - -	- -	- -	49,398	
	14,405,756	14,219,374	13,680,165	14,487,100		14,405,756	14,219,574	13,680,165	14,487,100

N. B. The Company realised in 1834-35 the sum of 10,679 [illegible] by the sale of commercial assets. The debts of the Company in India on the 30th of April, 1834, amounted to 35,462 [illegible], bearing an interest of 1,754,545*l.* a year. (*Parl. Paper*, No. 380, Sess. 1836.)

EMIGRANTS.—It will be seen from the subjoined accounts, that the number of emigrants to Canada and the United States was very decidedly greater in 1831 and 1832 than in either of the 2 preceding or 3 following years. The falling off in 1833 seems to have been mainly a consequence of the alarms occasioned by the breaking out of cholera, during the previous year, in a very aggravated state, in some of the emigrant ships, and at Quebec. This circumstance had less influence in 1834, and the emigration for that year was considerably greater, but it has since fallen off, particularly to Canada, partly because of the increasing prosperity of this country, and partly because a higher price is demanded for government land in Canada than for public land in the United States.

Account of the Number of Emigrants, specifying the Countries whence they came, and the Numbers from each, that arrived at Quebec during the Seven Years ending with 1835.—(*Parl. Paper*, No. 76., Sess. 1836.)

Where from.	1829.	1830.	1831.	1832.	1833.	1834.	1835.
England & Wales	3,365	6,799	10,313	17,481	5,198	6,298	3,087
Ireland -	2,614	18,300	34,107	28,204	12,013	19,206	7,108
Scotland -	2,945	2,490	5,354	5,500	4,196	4,501	2,137
Hamburgh and Gibraltar -	- -	- -	- -	15	- -	- -	- -
Nova Scotia, Newfoundland, West Indies, &c. &c.	123	451	424	546	345	339	225
	15,945	68,000	50,954	51,746	21,752	30,939	12,557
Grand Total -							211,159

Account of the Number of Emigrants arrived at New York from the United Kingdom, separating between those from England, Scotland, and Ireland, during the Seven Years ending with 1835.—(*Parl. Paper, ut supra.*)

Year.	England.	Ireland.	Scotland.	Total.
1829.	8,110	2443	948	11,501
1830.	16,350	5,497	1,583	23,433
1831.	13,808	6,721	2,078	23,607
1832.	18,947	6,060	3,286	28,293
1833.	- -	- -	- -	16,100
1834.	- -	- -	- -	26,540
1835.	- -	- -	- -	16,749
Grand Total -				143,213

Return of the Number of Emigrants from the United Kingdom in 1833, 1834, and 1835, specifying the Colonies and Countries for which they cleared out, and the Numbers that cleared out for each.—(*Parl. Paper, ut supra.*)

	Colonies in North America.			United States of America.			Cape of Good Hope.			Australian Colonies.		
	1833.	1834.	1835.	1833.	1834.	1835.	1833.	1834.	1835.	1833.	1834.	1835.
England - -	5,783	6,880	5,665	22,809	25,981	2,096	516	287	525	3,517	2,666	1,746
Scotland - -	2,592	3,954	2,450	1,953	2,880	900	1	1	-	263	134	114
Ireland - -	31,753	33,826	9,458	4,764	4,213	2,054	-	-	-	323	-	-
	49,808	40,660	18,573	29,109	33,074	26,730	517	339	525	4,093	2,800	1,860

Total number of Emigrants, in 1833, 62,527—in 1834, 76,273—in 1835, 44,488.

Passenger Acts — Policy of. — It appears from the above statement that, during 1833, 1834, and 1835, no fewer than 183,237 voluntary emigrants left the United Kingdom; 173,344 being destined for America, and 9,893 for the Australian colonies and the Cape of Good Hope. Such being the extent to which emigration is carried, the propriety, or rather necessity, of enacting some general regulations, with respect to the conveyance of emigrants to their destination, must be obvious to every one at all acquainted with the subject. The greater number of emigrants are in humble life; few among them know any thing of ships, or of the precautions necessary to insure a safe and comfortable voyage; they are, also, for the most part poor, and exceedingly anxious to economise, so that they seldom hesitate to embark in any ship, however unfit for the conveyance of passengers, or inadequately supplied with provisions, provided it be *cheap*. Unprincipled masters and owners have not been slow to take advantage of this; and in order to prevent the frauds that have been, and that would be, practised on the unwary, it has been found indispensable to lay down some general regulations as to the number of passengers to be taken on board ships as compared with their tonnage, the quantity of water and provisions as compared with the passengers, &c. But this is no very easy task. If the limitations be too strict, that is, if comparatively few passengers may be carried, or if the stock of provisions to be put on board be either unnecessarily large or expensive, the cost of emigration is proportionally enhanced; and an artificial and serious impediment is thrown in the way of what ought to be made as easy as possible, consistent with security. But, on the other hand, if too many passengers be allowed, their health is liable to suffer; and should the supply of provisions be inadequate, or the quality bad, the most serious consequences may ensue. The Passage Act (6 G. 4. c. 116.) obliged too great a quantity of expensive provisions to be put on board, and was, in consequence, objected to by emigrants as well as shippers. The act, 9 G. 4. c. 21. (*Dict.* p. 880.) avoided this error; but it, too, was defective, inasmuch as it made no provision with respect to the sufficiency of the ship, the having a surgeon or other properly qualified medical person on board ships carrying a certain number of passengers, and in other particulars.

These deficiencies have been in part supplied by the act of 1835 (5 & 6 W. 4. c. 53.), of which a full abstract is subjoined. But we doubt whether even it will completely answer the end in view. During 1834 no fewer than 17 ships, with passengers on board, bound for Quebec, were wrecked on the passage; 731 emigrants losing their lives in consequence, while many more lost most part of their property, and were reduced to the greatest difficulties. These losses principally took place in the gulf and river of St. Lawrence; but we should err if we ascribed them entirely, or principally even, to the difficulty of the navigation. Emigrants to Quebec are mostly taken out in ships engaged in the timber trade; and it is well known that, speaking generally, these are a very inferior class; it being the usual practice to turn worn-out ships, unfit to carry dry cargoes, into this department. Most part of the catastrophes alluded to may, we are assured, be ascribed to this circumstance, and to the misconduct of the masters and crews. We doubt whether the clause (7th) in the present act as to the sea-worthiness of the ship will be sufficient to obviate the disasters arising from the use of improper vessels. And we incline to think that, in addition to what is stated in the act, it should be further provided that all British ships, not standing in the class A. or the class B. of the new register (see *post*), should be prohibited from undertaking to carry passengers; and that either some similar regulation should be adopted with respect to foreign ships, or that they should be prohibited from clearing out with passengers, unless reported as sea-worthy and suitable for their conveyance by government surveyors appointed for that purpose. There can be no question as to its being the bounden duty of government to take every reasonable precaution for obviating shipwreck. And, even if higher considerations did not make an effectual interference imperative, it is pretty certain that the check given to emigration to Canada, by the shipwrecks and destruction of life that have recently taken place, is much greater than any that could be given by the trifling addition that the adoption of some such plan as has now been suggested would make to its cost.

The subjecting of captains of ships to an examination, and the exclusion of spirits (see art. SHIPS in this Supplement), would go far to obviate the other causes of loss. The absolute prohibition of ardent spirits in emigrant ships, except as a medicine, has been strongly recommended by Mr. Buchanan, the agent for emigrants in Canada. This recommendation should, we think, be adopted. It is partially, indeed, carried into effect by the 10th clause of the subjoined act. But the better way would be, not to allow any spirits of any sort to be taken on board ships conveying emigrants, except a few gallons to be used as a cordial, in case it should be recommended by the doctor. If more than this be allowed, it will afford facilities for the clandestine introduction of a still greater quantity; and cannot be otherwise than injurious.

The new act does not make it imperative on ships conveying passengers to America to have a surgeon on board; and, perhaps, when bound for New York, he may not be required. But the voyage to Quebec is often very tedious; and much suffering and loss of life have frequently arisen from no medical officer being on board emigrant ships destined for that port.

It has been said, that if we lay restrictions on the conveyance of emigrants to Quebec, it will make New York the great landing port, and throw the business of their conveyance entirely into the hands of the Americans. But the regulations enforced in the subjoined act, and those we have suggested, apply equally to both parties. And it is, besides, true that a continuance of the old system, attended as it, no doubt, would have been by a repetition of the most appalling disasters, would have had the very effect falsely ascribed to judicious regulations. It would have prevented any one not compelled by necessity — who was not, in fact, a beggar — from sailing in a vessel bound for Quebec. We subjoin the new act: —

Repeal, &c. — The act 9 Geo. 4. c. 21. directed to be repealed. — § 1.

No Ship to sail with more than Three Persons on board for every Five Tons. — No ship carrying passengers from any port or place in the U. K., or in Guernsey, Jersey, Alderney, Sark, or Man, on any voyage for any port or place out of Europe, and not within the Mediterranean, shall proceed on her voyage with more than 3 persons on board for every 5 tons of the registered burden of such ship, the master and crew being included in, and forming part of, such prescribed number; and no ship, having more than one deck, shall carry any passengers upon any such voyage, unless she be of the height of at least 5½ feet at least between decks; and no ship, having only one deck, shall carry any passengers upon any such voyage, unless a platform be laid beneath such deck, so as to afford a space of the height of at least 5½ feet, and no ship shall have more than 2 tiers of berths; and no ship, having 2 tiers of berths, shall carry any passengers, on any such voyage, unless there be an interval of 6 inches, at least, between the deck or platform and the floor of the lower tier, throughout the whole extent thereof; provided, that whatever be the tonnage of the ship, no greater number of persons shall be taken on board, as passengers, than shall be after the rate of one person for every 10 superficial feet of the lower deck or platform unoccupied by goods or stores, not being the personal luggage of such persons, if such ship shall not have to pass the line on her voyage, or after the rate of one such person for every 15 clear superficial feet, if such ship have to pass the line. — § 2.

Quantity of Water and Provisions to be carried by Vessels with Passengers. — No ship carrying passengers on any voyage, as aforesaid, shall be cleared out for such voyage from any port in the U. K., or in the islands of Guernsey, Jersey, &c., unless there be actually laden and on board such ship good and wholesome provisions for the use and consumption of the said passengers, over and above the victualling of the crew, to the amount or in the proportion following; viz. a supply of 6 gallons of pure water to every week of the computed voyage for every passenger on board such ship, such water being carried in tanks or sweet casks, and a supply of 7 lbs. weight of bread, biscuit, oatmeal, or bread stuffs, to every week of the computed voyage for every passenger: provided, that to the extent of one third of such supply, and no more, 7 lbs. weight of potatoes may be held to be equivalent to 1 lb. weight of bread, biscuit, oatmeal, or bread stuffs, in the supply of any ship bound to any place in North America: provided, that when any ship shall be destined to call at a port or place in the course of her voyage, for the purpose of filling up her water, a supply of water, at the rate before mentioned, for every week of the computed voyage to such port or place of calling, shall be deemed to be a compliance with the provisions of this act. — § 3.

Number of Weeks requisite for Voyage of Vessel. — The number of weeks deemed to be necessary for the voyage of any such ship, according to her destination, shall be determined by the following rule of computation; viz.

For a voyage to North America, 10 weeks.
— South America, on the Atlantic Ocean, or to the West Coast of Africa, 12 weeks.
— the Cape of Good Hope, 15 weeks.
— to the Mauritius, 18 weeks.
Any other voyage, 24 weeks. — § 4.

Officers to examine Provisions and Water before Departure of Vessel. — Before any such ship shall be cleared out, the officers of customs shall survey, or cause to be surveyed by some competent person, the provisions and water before required for the consumption of the passengers, and ascertain that the same are sweet and good, and shall also ascertain that, over and above the same, there is on board an ample supply of water and stores for the victualling of the crew of the ship; and such officers shall also ascertain that the directions herein contained, in respect of the situations of berths, have been complied with. — § 5.

Table of the Prices of Provisions to be sold on board. — The master of every such ship shall cause a table to be drawn up of the prices at which any provisions or stores, to be sold by any person on board to the passengers, during the voyage, are to be supplied; and a copy of the same, printed or written in a fair and legible manner, shall be affixed in some convenient and conspicuous place on board said ship, and the same shall be maintained for continual reference, as well during the period in which passengers shall be engaged, as during the whole of the voyage; and no higher prices than are stated in such table shall in any case be charged for such provisions or stores during the voyage: but nothing herein contained shall be construed as requiring the master of any ship to provide provisions or stores for the purpose of sale to passengers who have contracted to victual themselves during the voyage. — § 6.

Seaworthiness of the Ship may be ascertained by Survey. — If doubts arise whether any ship about to proceed with passengers, as aforesaid, is seaworthy, or fit for her intended voyage, and such doubts are not removed to the satisfaction of the collector and comptroller of customs at the port from which such vessel is to be cleared out, it shall be lawful for such collector and comptroller to cause such ship to be surveyed by 2 competent persons; and if it be reported by them, that such ship is not, in their opinion,

seaworthy, with reference to such voyage, such ship shall not be cleared out, unless the contents of such report be disproved to the satisfaction of the commissioners of customs, or until the ship be rendered seaworthy. — § 7.

Copies or Abstracts of this Act to be kept on board. — Two copies of this act, or abstracts of the same, provided and issued by the commissioners of customs, and authenticated by the signature of the collector or comptroller of customs at the port of clearance, shall be delivered to the master, on demand, by the collector or comptroller at the time of clearance, and shall be kept on board every ship proceeding with passengers as aforesaid, and one of such copies or abstracts shall, upon request made to the master of the ship, be produced to any passenger for his perusal. — § 8.

A Medical Practitioner to sail with every Ship carrying 100 Passengers. — No ship carrying passengers to any port or place as aforesaid, except in North America, if the number of passengers amount to or exceed 100, shall clear out from any port in the U. K., or in the islands of Guernsey, Jersey, &c. unless there be rated, and actually serving on board such ship, some person duly authorised to practise as a physician, surgeon, or apothecary, and no such ship shall put to sea, or proceed on such voyage, unless such medical practitioner be therein, and *bonâ fide* proceed on such voyage, taking with him a medicine chest, and a proper supply of medicines, instruments, and other things suitable to the intended voyage; and no ship carrying passengers under the provisions of this act shall clear out for any voyage as aforesaid, unless there be actually laded and on board such ship medicines and other things necessary for the medical treatment of the passengers on board, during such intended voyage, and available for that purpose, nor unless such medicines and other things shall be adequate, in amount and kind, to the probable exigencies of any such voyage; and, together with such medicines and things, shall also be put on board every such ship, previously to her clearing out for such voyage, a certificate under the hands of 2 or more medical practitioners, to the effect that such medicines and things have been inspected by them, and are, in their judgment, adequate to meet any such probable exigencies. — § 9.

Ships carrying Passengers prohibited from exporting Spirits, &c. — No ship carrying passengers as aforesaid shall be cleared out if there be laden on board her, by way of stores, over and above the stores proper for the crew, any quantity of spirits or strong waters beyond one tenth part of such quantity as would, except for this restriction, be allowed by the officers of customs upon the victualling bill of such ship for the outward voyage only, according to the number of persons going the voyage. — § 10.

Master to deliver List of Passengers to Collector of Customs. — The master of every ship carrying passengers shall, before clearing out his ship, deliver to the collector or other principal officer of customs, at such port or place, a list in writing, together with a duplicate of the same, specifying, as accurately as may be, the name, age, profession, or occupation of every passenger on board such ship, with the name of the port or place at which he hath contracted to land each passenger; and such collector or other officer shall thereupon deliver to the said master a counterpart of such list signed by him; and the master shall exhibit this counterpart of his said list to the collector or other chief officer of customs at any port or place in H. M.'s possessions, or to H. M.'s consul at any foreign port, at which the said passengers, or any of them, shall be landed, and shall deposit the same with such collector or chief officer of customs, or such consul, at his final port of discharge in said possessions. — § 11.

Master not to land Passengers at Place not contracted for. — The master of a ship carrying passengers as aforesaid shall not, without his or her previous consent, land or put on shore any passenger at any port or place other than that at which he contracted to land or put such passenger on shore. — § 12.

How Children are to be computed. — For the purpose and within the meaning of this act, 2 children, each being under the age of 14 years, but above the age of 7 years, or 3 children, each being under the age of 7 years, shall in all cases be computed as one person only; and children under the age of 12 months shall not be included in the number of persons. — § 13.

Fines in case of Detention. — If any ship shall not actually put to sea and proceed upon any intended voyage on the day appointed for that purpose by any contract made by the owner, master, or charterer of such ship, or by their agent, with any passenger who shall on that day be on board the same, or ready to proceed on such intended voyage, then, and in every such case, the master of the ship shall pay to each and every passenger as shall have contracted to victual himself, a fine at the rate of 1*s.* for each day during which he or she shall be detained previously to the actual clearing out and final departure of the ship on the voyage, and the same may be recovered daily; and the master of such ship shall victual each and every passenger as shall have contracted to be victualled by the ship owner on and from the day so appointed: provided that no such time shall be payable in respect of any detention of the vessel by stress of weather or other unavoidable cause. — § 14.

Passengers to be maintained for 48 Hours after their Arrival. — At the close of any voyage every person arriving as a passenger at any port or place shall, during the space of 48 hours after arrival, be entitled to continue on board such ship, and to be provided for and maintained on board in the same manner as during the voyage, unless it have been expressly stipulated between such passenger and the master of such ship, that such passenger shall not be entitled to such maintenance during the said 48 hours, or unless, in the ulterior prosecution of her voyage, the ship quit such port or place within the said 48 hours. — § 15.

Penalties in case of Infringement of the preceding Enactments. — If any ship carrying passengers on any voyage from the U. K., or the islands of Guernsey, Jersey, &c., to or for any port or place out of Europe, and not in the Mediterranean, shall carry any number of passengers exceeding by more than 1 person in 50 the proportion authorised and allowed by this present act; or if such ship shall not be of the height between decks before required; or if such a platform as before directed shall not be laid and continued throughout the whole duration of such voyage, in the manner before required; or if there be more than 2 tiers of berths; or if there be not throughout the whole duration of such voyage such an interval, as is before prescribed, between the deck and the floor of the lower tier of berths; or if such ship shall clear out and put to sea, not having on board such water and provisions as aforesaid, for the use and consumption of the passengers, of the kind, and to the amount, and in the proportion, before required; or if a table of the prices of provisions or stores be not exhibited as before required; or if any higher prices than are named in such table shall be charged; or if there be not on board such vessel such medical practitioner as aforesaid, or such medicines and other things necessary to the medical treatment of the passengers, as is before required; or if such ship shall be cleared out before such list of passengers as before mentioned have been delivered in manner and form aforesaid to such officer as aforesaid; or if any such list be wilfully false; or if the copy or abstract of this act be not produced as before required; or if any passenger be not allowed to continue on board such ship as before provided; or if any passenger, without previous consent, be put on shore at any place other than that at which the master had contracted to land such passenger; the master of such ship shall, in respect of each and every such offence, be liable, on summary conviction, as is after mentioned, to the payment of a fine of not less than 5*l.* nor more than 20*l.* sterling British money. — § 16.

The Right of Action of Passengers not taken away or abridged. — Nothing herein contained shall take away or abridge any right of suit or action which may accrue to any passenger or other person, in respect of the breach or non-performance of any contract made or entered into between or on the behalf of such passenger or person, and the master or owners of such ship. — § 17.

Prosecution and Recovery of Penalties. — These are to be sued for, prosecuted with, and determined in the same manner and under the same conditions, as in the case of penalties under the smuggling acts (*see Dict.* p. 1062.), or the acts relating to the customs, or to trade or navigation. Provided, that in preferring and prosecuting indictments or informations under this act, the direction and consent of

commissioners of customs shall not be required, any thing in such acts of parliament to the contrary notwithstanding.—§ 18.

Masters of Vessels to enter into Bond for the due Performance of Regulations.—Before any ship carrying passengers clear out from the U. K., or the islands of Guernsey, Jersey, &c. for any port or place out of Europe, and not in the Mediterranean, the master of said ship shall enter into a bond to H. M., with one good and sufficient surety, to be approved by the collector or chief officer of customs at the port of clearance, in the sum of 1,000*l.*, the condition of which bond shall be, that the said ship is seaworthy, and that all the rules and regulations prescribed by this act for the carriage of passengers shall be well and truly performed before and during such intended voyage, and that all penalties, fines, and forfeitures, which the master of such ship may be sentenced or adjudged to pay in respect of the breach or non-performance of any such rules and regulations, shall be well and truly paid: provided, that such bond shall be without stamps, and that no such bond shall be put in suit, and that no prosecution, suit, action, or information shall be brought by virtue of this act, or by reason of the breach of any of its provisions, in any of H. M.'s possessions abroad, after the expiration of 12 calendar months succeeding the commencement of any such voyage, nor in the U. K., or any of the islands before mentioned, after the expiration of 12 calendar months after the return of the master to the port whence he sailed on such voyage.—§ 19.

Exception of particular Ships.—Nothing in this act shall be construed to extend to ships carrying passengers in cases in which the number of persons, computed in manner before provided, shall not exceed 1 person for every 3 tons of the registered burden of such ship; nor shall any thing in this act extend to any ship in the service of the Lords of the Admiralty, of H. M.'s Postmaster General, or of the East India Company.—§ 20.

Bahamas, &c. deemed in South America.—The Bahama Islands, and all places in America southwards of the same, shall be deemed to be in South America for the purposes of this act.—§ 21.

FIGS.—The duty on figs has been reduced from 21*s.* 6*d.* to 15*s.* a cwt. Nearly the same may be said of this reduction as of that of the duty on currants. It is too trifling to have much effect on consumption; and there can, we apprehend, be little doubt that a duty of 10*s.* would, by stimulating the latter, be more productive of revenue than a duty of 15*s.*

FLAG.—Any of his Majesty's subjects hoisting the Union jack in their vessels, or any pendants, &c. usually worn in his Majesty's ships, or any flag, jack, pendant, or colours whatever in imitation of or resembling those of his Majesty, or any ensign or colours whatever other than those prescribed by proclamation, 1st of January, 1801, shall forfeit for every such offence not more than 500*l.* (*sic in orig.*)—(4 & 5 *Will. 4.* c. 13. § 11.)

FUNDS (AMERICAN).—The subjoined statement will not, we hope, be uninteresting. It gives a view of the most prominent facts with respect to the public funds of the principal American States; exhibiting, amongst other particulars, their respective amounts, the periods when they are redeemable, and their price in London in December, 1836. (*Wetterhall's List*, 13th December, 1836.)

Account specifying the separate Debts of each State, and the Periods when the same are redeemable, &c.

Funds.	Redeemable.	Amount in Dollars.	Price in London, Dec. 13.	Funds.	Redeemable.	Amount in Dollars.	Price in London, Dec. 13.
Alabama, 5 per cent.	1852	500,000		Virginia, 5 per cent.	1845-51-52-54	2,000,000	
Do. do.	1863	3,500,000	90 to 91				
Indiana, do.	1852	1,600,000	10	*Incorporated Banks.*			*L.* *s.*
Do. 6 per cent.	1861	200,000		United States, 7 per ct.	1836	35,000,000	24 10 24 10
Illinois, do.	1850	100,000		Louisiana State, 9 per ct.	1870	2,500,000	
Kentucky, 5 per cent.	1852	800,000		Bank of Louisiana, 8 do.	1870	4,000,000	
Louisiana, do.	1854-52	1,801,000		Do. of N. Orleans, do.	1870	450,000	
Do. do.	1838-45	1,666,667		N. O. Mechanics, do.	1870		
Do. do.	1844-47-50-52	7,000,000		Do. Canal & B. Co. do.	1870	4,000,000	19 10
Do. do.	1855	150,000		Do. City Bank, do.	1870	1,000,000	
Maryland, 4½ per cent.	1847			Do. Commercial, do.	1870		
Do. 5 per cent.	1859	750,000		Mississippi Planters, 10 do.	1870	3,000,000	26 0
Do. 6 per cent.	1870	5,000,000	105	Tennessee, 9 per cent.	1919	2,800,000	22 10
Mississippi, do.	1841-46-51-56	500,000		Do. Union, do.	1870		
Do. do.	1861-66-71	1,500,000		Florida, 6 per cent.	1858-60-62-64	1,000,000	
New York, do.	1837	2,093,900	8	Do. do.	1866	500,000	
Do. do.	1845	850,000		Baltimore City, 5 per ct.	1850		
Do. 6 per cent.	1857	1,400,000	18	Cuba, 6 per cent.	1860	*L.* 450,450	
Do. do.	1845	5,124,870	9	New Jersey, 5 per cent.	1864	*L.* 240,000	
Do. do.	1846-47	877,000		Do. 6 per cent.	1864	800,000	
Do. do.	1850	150,000		N. Y. Life & Trust, 5 do.	1848-50		85
Ohio, 6 per cent.	1850	4,000,000		Do. 4½ per ct.	1848-50		
Do. 5 per cent.	1850	400,000		Do. City, 5 per cent.	1860		
Pennsylvania do.	1839-40-41	1,296,000		New Orleans City, 6 do.	1854	250,000	
Do. do.	1846	500,000		Do. 5 per cent.	1863		
Do. do.	1850	1,000,000		Philadelphia City, do.	1863		
Do. do.	1853	2,000,000		Do. 6 per cent.	1865		
Do. do.	1854	3,202,500		Do. Country, 5 per ct.	1860		
Do. do.	1856	2,235,162		Virginia (Wheeling), 6 do.	1845	100,000	
Do. do.	1858	3,070,661		Ohio Life & Trust, 6 do.			
Do. do.	1860	2,643,680		Do. 4½ per cent.			
Do. do.	1862	2,235,400		Mobile City, 6 per cent.	1865	200,000	
Do. 4½ per cent.	1863	200,000		N.Y. Farmer's Loan, 5 do.	1865	2,000,000	
Do. 5 per cent.	1865	1,700,000		Schuylkill, 6 per cent.	1855	200,000	
Virginia, 6 per cent.	1849	400,000		Canada Bonds, 6 per ct.	1855	*L.* 400,000	

* The dividends on the above Pennsylvania loans are payable half yearly, on the 1st days of February and August, at the *Bank of Pennsylvania, Philadelphia*, excepting the loan of 28th of March, 1831, for 120,000 dollars, which is payable at the same bank on the 1st of January and July, each year.

GALACZ, a town of Moldavia, on the left bank of the Danube, between the confluence of the Sereth and the Pruth with that river, in lat. 45° 25′ N., long. 28° E. It is ill built and dirty: population supposed to amount to 12,000. The trade of

the town is chiefly carried on by Greek merchants, but, within the last few years, some foreign houses have formed establishments in it. Though at a considerable distance inland, Galacz may be said to be the port of the Danube; and, were the political jealousies, and other obstacles, that have hitherto so much obstructed the navigation of this great river, once removed, it would, no doubt, become a first-rate emporium. The treaty of Adrianople, by rescuing the provinces of Moldavia and Wallachia from Turkish despotism and misrule, will contribute not a little to this desirable result. Recently, indeed, Galacz has been rapidly rising in importance. Steam vessels have been established on the Danube, from Presburg to Galacz, and thence by the Black Sea, to Constantinople and Trebizond. The advantages of which the free navigation of the Danube cannot fail to be productive to all the countries that it traverses, and especially to Hungary, of which it is the natural outlet, seem to warrant the belief that its vast capacities, as a commercial highway, will be daily more and more developed.

Entrance to Galacz.—Of the three principal mouths of the river, the Soulineh (middle) mouth, in lat. 45° 10′ 30″ N., long. 29° 11′ 20″ E.,[*] is the only one accessible by vessels of considerable burden. The depth of water on the bar, at its entrance, varies from 10 to 13 and 14 feet, according to the season of the year, and the direction of the wind. From the bar to Galacz and Brailoff, still higher up, there is nowhere less than 18 feet water, and in many places from 60 to 70 feet. Vessels of 800 tons lie close to the quays at Galacz. The shores at the mouth of the river being low, and bordered with reeds and shoals, vessels intending to enter the river generally make the small rocky islet of Philonisi, or Serpent's Isle, in lat. 45° 15′ 15″ N., long. 30° 10′ 30″ E., whence the Soulineh mouth bears W. by S., distant 28 miles. At the entrance to it, on the south shore, is a wooden tower, but (though the contrary be sometimes stated) no light-house. Lighters are generally stationed without the bar, into which large ships discharge a part of their cargoes; and pilots may generally be obtained from them or other vessels. As the current is sometimes very strong, and difficult to stem, the establishment of steam tugs at the mouth of the river would obviate the principal difficulties incident to its navigation.

Frost usually sets in on the Danube in the month of December, and continues till the month of March; in 1833, however, there was no frost. Freights in the ports of the Danube are always from 20 to 25 per cent. higher than in Odessa; premiums of insurance, on the contrary, are not higher than at the latter, except on such vessels as, on account of their size, are obliged to discharge at the river's mouth.

Money, Weights, and Measures.—These are principally Turkish, for which see CONSTANTINOPLE; but Russian and Austrian coins are in general circulation.

Exports and Imports.—Moldavia and Wallachia are very productive provinces, being fruitful both of corn and cattle. From 60,000 to 80,000 head of cattle are annually fattened for sale in the two principalities. A pair of good oxen commonly cost from 70 to 80 roubles. Numerous herds are annually sent into Austria, particularly from Moldavia. Now that the principalities are subjected to regular governments, and that a market has been opened for their products, there can be little doubt that they will rapidly improve. The principal articles of export from Galacz are wheat, of which the quantity might be indefinitely increased, tallow, hides, live cattle, salt, butter, wool, &c.; and to these might be added timber, flax and hemp, caviar, &c. But, if the navigation be improved, which it seems all but certain will be the case, Brailoff and Galacz will become *depôts* for the products of Hungary and Transylvania. The imports consist of coffee, sugar, and other colonial products, raw and manufactured cotton, iron and hardware, oil and olives, rice, soap, spices, &c.; at present, however, they are quite inconsiderable, compared to what they would be were civilisation considerably extended in the countries adjacent to the lower Danube, and still more so, were it to become the great highway for the conveyance of foreign products to Hungary. Subjoined is a

Statement of the Quantities and Value of the Merchandise imported into, and exported from, the Port of Galacz in 1835.—(*Consular Return.*)

Imports.			Exports.		
Articles.	Quantities.	Value.	Articles.	Quantities.	Value.
		£.			£.
Almonds - - cwts.	3,000	9,000	Butter - - cwts.	17,500	35,000
Canes - - —	3,937	3,937	Cattle, oxen - - No.	7,000	88,000
Cloth, American - lbs.	9,305	9,457	cows - - —	3,800	24,225
Coffee - - —	220,400	31,000	horses - - —	5,500	22,950
Cotton, raw - - —	70,750	9,375	sheep - - —	10,000	5,750
twist - packets	5,500	6,502	Hides, ox - - —	14,000	26,250
manufactures - —		22,500	Salt - - - cwts.	300,000	150,000
Figs - - cwts.	3,750	5,625	Tallow - - —	20,000	20,000
Incense - - lbs.	56,000	4,480	Wheat - - - kilos.*	50,000	111,000
Iron, English - cwts.	7,500	14,625	Wines - - - gallo.	140,000	5,000
Oil - - —	5,000	33,750	Wool - - lbs.	424,000	16,875
Olives - - —	8,750	10,687	Miscellaneous - -	-	7,500
Pepper - - lbs.	56,000	4,500			
Raisins - - cwts.	8,750	13,125	* Of 2 cwts. each.		
Rice - - —	8,750	19,687			
Rum - - —	3,750	3,937			
Soap - - lbs.	254,200	10,127			
Sugar - - cwts.	2,500	16,875			
Tin - - —	25	5,625			
Wax - - —	575	6,750			
Wines - - —	500	2,250			
Miscellaneous - -		11,250			
Total -		284,500	Total -		527,922

* This Island was famous in antiquity for its temple in honour of Achilles, to whom it was sacred. It was called *Leuce*, or the White Island, from the myriads of sea-fowl by which it was usually covered. There seems to be no good foundation for the modern notion of its being infested with serpents. It is singular, however, seeing that it is now annually passed by numbers of European ships, that it should not have been visited by any traveller. It may be expected to contain some remains of antiquity.—(See *Clarke's Travels in Russia, Turkey, &c.* 8vo. edit. vol. ii. p. 398—401.)

Shipping.—M. Hagemeister gives the following return of the shipping which entered the Danube by the Soulineh mouth, in the following years, with their destination:—

Years.	Ingoul.	Ismail.	Galacz.	Braïloff.	Turkish Ports.
1830	84	55	196	57	31
1831	164	13	189	22	50
1832	156	17	451	61	8
1833	82	5	202	176	37
1834	87	2	165	188	28

In 1835, 302 vessels arrived at Galacz; of which 6 were British, 45 Russian, 17 Austrian, 80 Greek, 40 Turkish, 17 Ionian, 4 Sardinian, 2 Samian, 1 Wallachian, 1 Belgian.

Duties.—An *ad valorem* duty of 3 per cent. is levied on all articles of merchandise imported into, or exported from, the principalities of Moldavia and Wallachia. Government reserves to itself the power of prohibiting the exportation of any article, but it has to give a month's previous notice of any such prohibition.

Galacz is a free port; that is, a port at which all commodities may be landed, warehoused, re-exported, and consumed in the town, free of duty. Quarantine regulations are strictly enforced at Galacz, unless performed previously to entering the river.

Ismail and Reni, ports of the Russian province of Bessarabia, are situated on the Danube, and are both, but especially Ismail, a good deal nearer its mouth than Galacz; but they are much less considerable in point of commercial importance. Having little importation, their trade is confined almost entirely to the exportation of corn, and even in this respect they are very inferior to Galacz and Braïloff. They are subject to the Russian duties and regulations.

We have gleaned these particulars from a variety of works, but principally from the valuable *Report, by M. De Hagemeister, on the Commerce of the Black Sea, Eng. Trans.*, pp. 85-95., &c.; *Purdy's Sailing Directions to the Black Sea*, p. 193., &c.

Mouths of the Danube.—There is a great discrepancy in the statements of ancient authors as to the number of channels by which the Danube poured its waters into the Euxine. (*Collarii Notitia Orbis Antiqui*, lib. ii. cap. 6.) A similar discrepancy exists at this moment; some authorities affirming that it has four, others five, and others six or seven mouths. But, as stated above, there are only three of any considerable magnitude, viz. the Kilia mouth on the north, and successively the Soulineh mouth, and the Edrilis mouth. But besides these, there are other channels of inferior importance, of which two, at least, are still more to the south than the Edrilis mouth. In antiquity, the most southerly channel was the deepest, and best suited for the purposes of navigation, and was thence called *sacrum*. (See *Collarius, ut supra.*) It is not, however, to be wondered at, that in the course of so many ages, very great changes should have taken place in the channels of the river. It seems probable that the *Ostium Sacrum*, or southern channel of the Ancients, may have run between *Carsum*, now Hirchova, and the lake *Halmyris*, now Ka-sein, which communicates with the Euxine at Kara Kerman, formerly *Istropolis*, and at a point still more to the south. At any rate, there certainly was a channel in the route now pointed out. (*D'Anville Abrégé de la Géographie Ancienne*, tom. i. p. 207.); and as it is a good deal more to the south than the Edrilis mouth with which the *Ostium Sacrum* has been commonly identified, it would seem to have the best claim to the distinction of being synonymous with the latter. This channel is, in fact, still partially open, and it has been recently stated that the Austrian government is seriously entertaining a project for making it navigable. There can be no doubt that if this could be effected, it would be of much importance to the trade with Hungary and the countries on the upper part of the river, by materially shortening the river navigation, and facilitating the transit of ships and goods to and from the Black Sea.

Steam Navigation of the Danube.—A regular line of steam-boats for the transportation of passengers and merchandise, is established on the Danube from Pzesburg (Hungary) to Galacz, by an Austrian company, entitled, "First Company for Navigation by Steam on the Danube."

"Three boats are running on this line, viz.

The Palatonia (50-horse power), from Pressburg to Pesth.

The Francis 1st (50-horse power), from Pesth to Moldavia.

The Argo (50-horse power), from Orsova to Galacz.

"The passengers and merchandise change boats at each of the stations indicated above.

"At the height of Orsova, rocks which are strewed in the bed of the Danube, for the extent of about a league, not permitting steam-boats to pass, goods are transported by flat-bottomed boats, which, conducted by skilful boatmen, glide through the rocks, and pass them without accident.* Passengers disembark, and make by land a circuit which occupies twenty hours. This part of the journey is at their expense. An agent of the company at Orsova arranges with them, on reasonable terms, for the price. This crossing over will, however, be shortened by the route about to be made on an ancient Roman causeway running nearly parallel with the bed of the river.

"The necessity of previous arrangements with the Turkish government has, for the present, prevented the company from removing this obstacle. It has, however, expended large sums in removing rocks from other points, in removing sand banks, and in clearing the bed of the river.

"A fourth steam-boat, 'The Maria Dorothea,' of 70-horse power, is expected before the winter (1834), to extend the line from Galacz to Constantinople. During winter this boat is intended for temporary service between Smyrna and Constantinople, until the return of spring and the opening of the navigation on the Danube.

"Two other boats are held in reserve, to be used in case of accident or repairs to any of the four regular boats."

According to the regulations published by the company, the prices for the extreme points of the line are as follow:—

* The rapids in this place have received the name of the "Iron Gate." All vessels ascending the river have to be towed up against the stream; and the water is frequently too shallow to permit the descent of any but the smallest class of flat-bottomed boats. The Romans under Trajan had, with equal industry and sagacity, formed a road or path along the river's edge for facilitating the operation of towing, of which the remains are still extant, with an inscription commemorative of the completion of the works. It has been proposed to overcome the difficulties in the way of the navigation, by removing the old Roman road, and deepening the channel contiguous to it. But it rarely happens that attempts to improve the navigation of the bed of a river, under anything like similar circumstances, are even tolerably successful; and provided it could be accomplished, there can be no doubt that the proposal for cutting a lateral canal sufficiently large to admit the steam-boats and other craft navigating the river, is by far the most likely means of obviating the difficulties in question. At all events, it is to be hoped that something effectual may be speedily accomplished in reference to this important subject.—(For some details with respect to the "Iron Gate," and the navigation of the Danube, from Pressburg to Roustchuk, see *Mr. Quin's Voyage down the Danube*, vol. i. *passim*.)

Passengers:	one place.	two places.
From Presburg to Galacz (descending)	48 flor.	72 flor.
From Moldavia to Presburg (ascending)	14 do.	21 do.

Children of 10 years half price.

Passengers are allowed, free of charge, 80 pounds of luggage.

Merchandise.	Price of transport per 100 lbs. without insurance.	Insurance on each 100 florins of value.
From Pesth to Moldavia	1 florin 15 kr.	22 kr.
From Moldavia to Pesth	1 do. 30 do.	22 do.

On merchandise, the above rates only apply to such, the value of which does not exceed 70 florins for every 100 lbs. weight.

Merchandise, the value of which is more considerable, must be declared, and will pay according to value, at the following rates for transport from Vienna to Galacz:—

Merchandise.	Per 100 lbs. without insurance.	Insurance per 100 florins.
Iron and scythes	5 florins 20 kr.	30 kr.
Furniture and bulky articles	9 do.	
Other Articles, comprising those called of Leipsic	6 do. 30 do.	30 kr.

"This last Table gives Vienna as one of the extreme points of the line; because, in fact, the great object of the company is the establishment of a direct communication between the capitals of the Austrian states and of the Ottoman empire.

"Its first intention was to make Vienna the point of departure for its steam-boats; but the sinuosities of the Danube, between it and Presburg, interposed a serious obstacle. Eighteen or twenty hours are necessary to pass the distance between these two towns by the river; whereas, by land, it is performed in five or six hours.

"The company has, therefore, determined to erect, either at Presburg or at Raab, a vast entrepôt which will be connected with Vienna by a rail-road, upon which steam cars shall transport all the merchandise coming from the north and middle of Germany, on its way to the east, by the Danube.

"The office of the company is at Vienna: its charter is for 15 years. It is privileged by government gratuitously to draw from the imperial coal mines of Moldavia the coal required for the consumption of its boats. Its capital consists of 1120 shares, each of 500 florins. The dividend, in 1834, was fixed at 7 per cent.

"From the day on which the first steam-boat of the company shall have entered the Black Sea, it declares that the enterprise no longer belongs solely to the Austrian States, but that it belongs to Europe.

"It is announced, that the company contemplates extending its line of steam-boats from Constantinople to Trebizond.

"This extension will depend on the results which will have been obtained by the experiment between Galacz and Constantinople."

The above statement was published more than a year ago, and we regret that we have no recent information to communicate respecting the state of this important undertaking. The Russian government, to whom the treaty of Adrianople gave possession of the mouths of the Danube, has, it is said, refused to permit any steam-boats to pass in and out of the river without payment of toll. But the power of Russia to impose this toll, conformably with existing treaties, has been questioned; and till this dispute be adjusted, the undertaking will necessarily suffer.

Junction of the Danube and the Rhine.—A project has been for some time on foot in Bavaria, that would add greatly to the importance of the free navigation of the Danube. This is for cutting a canal from Wurtzbourg, where the Mayne, which flows into the Rhine, ceases to be navigable, to the Danube, between Donauwerth and Ingoldstadt. Were this accomplished, an internal communication by water would be established throughout all the vast countries stretching from the shores of the Netherlands to the Black Sea; so that produce shipped at Rotterdam, or at Galacz, might be conveyed from one to the other in the same vessel! The cost of the canal in question is estimated at 8,000,000 florins, and a company has been formed for its construction. The Bavarian government, which is a liberal patron of every undertaking likely to promote the public prosperity, has, we believe, engaged to subscribe a fourth of the sum required. But we have not learned what progress has been made in the undertaking, which is truly of European importance.

GALLIPOLI.

Account of the Quantity of Oil exported from Gallipoli in British and Neapolitan Bottoms, in 1833 and 1834, together with an Estimate of the Value of the same formed on the Quotations in the Giornale delle due Sicilie.

	1833.							
	Quantity.		Value.					
			Prime Cost.		Cash Charges and Duty.		Total.	
	In Salmes.	In Imperial Tons.	Ducats.	Sterling.	Ducats.	Sterling.	Ducats.	Sterling.
In British vessels	18,809	2,695	854,310	£. 77,645	152,965	£. 22,731	683,809	£. 100,376
In Neapolitan do.	6,891	944	162,407	27,393	56,725	6,310	199,132	33,215
Total	25,700	3,639	815,725	105,520	109,018	29,041	754,741	133,591
	1834.							
In British vessels	26,379	3,755	671,975	116,565	188,155	32,792	360,123	149,987
In Neapolitan do.	33,648	4,675	841,399	146,508	181,699	31,509	1,023,890	177,907
Total	60,027	8,430	1,513,176	263,173	369,852	64,521	1,883,027	327,894

Statement of the Number, Tonnage, and Crews of Vessels, distinguishing the Countries to which they belonged, which entered Inwards and cleared Outwards, at the Port of Gallipoli, in 1835.

Flags.	Entered.			Cleared.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British	12	1,317	81	12	1,317	81
Hanoverian	1	88	5	1	88	5
Neapolitan	82	12,854	898	82	12,854	898
Total	95	14,259	984	95	14,259	984

GLASS.—We endeavoured to show under this head, in the *Dictionary*, that the duties on glass had been practically most injurious; that they were carried to an oppressive height; that the mode in which they were imposed operated to prevent improvements in the manufacture; that they were not fairly charged; that they occasioned a great deal of fraud; and had reduced the consumption of glass far below the limit to which it would otherwise have attained. These conclusions have been corroborated to the fullest extent by the statements and reasonings in the elaborate and able *Report*

of the Commissioners of Excise Inquiry on Glass. These gentlemen, after examining minutely and carefully into the whole subject, conclude their report "by urging the expediency of the repeal of the duty at the earliest possible period, and by expressing our conviction that *no tax can combine more objections, or be more at variance with all sound principles of taxation, than this duty on glass!*"

But though all parts of this tax be vicious in principle, and highly objectionable in their practical results, they are not all alike bad. The commissioners showed that the duty on flint glass was the most objectionable of any; and they distinctly stated, that, "unless some material change shall take place (in the amount and mode of charging the duty), the revenue from the manufacture of flint glass must, in a great degree, be sacrificed, and the persons who carry on that manufacture, under the regulations and subject to the duties prescribed by law, must either be driven out of the trade, or left to carry it on at a ruinous loss." — (*15th Report*, p. 56.)

Such a representation, coming from such a quarter, could not be disregarded; and we are glad to have to state that the duty on flint glass has been abolished, and that in lieu thereof a duty of 6*s.* 8*d.* is to be charged on every 100 lbs. weight of the fluxed material or metal from which such glass is made. Instead of the late drawback, there is to be in future a drawback of 18*s.* 9*d.* on every 100 lbs. of flint glass exported. There are also some new regulations as to the drawback on German sheet glass, &c. — (See *Act 5 & 6 Will. 4. c.* 77.)

This alteration will, no doubt, be a material relief to the manufacturers of flint glass. Still, however, it is not such as the trade and the public had a right to expect. The total gross produce of the glass duties in 1834 was, in England, 868,957*l.*; in Scotland, 55,823*l.*; and in Ireland, 18,974*l.*; making together 943,756. But from this has to be deducted, for drawbacks and other allowances, 251,505*l.*, so that there only remains 692,420*l.* of nett revenue; and even this has to be still further reduced by deducting from it the expenses of collection, which are very heavy. Now, surely, it cannot be said, that, for the sake of a paltry sum of little more than 600,000*l.* a year, we must depress, and all but ruin, an important manufacture, capable of an indefinite extension, by burdening it with an unequal, vexatious, and most oppressive duty! Had the duties on glass produced 1,500,000*l.* or 2,000,000*l.* a year, their retention might have been excused from the impossibility of sacrificing, and the difficulty of replacing, so large an amount of revenue. But the sum which they yield might be easily dispensed with; and as they have been pronounced by the highest authorities to be in all respects most objectionable — to have every quality that a tax should not have, and not one that it should have — we do hope that they may be among the first to be repealed.

GREECE.

Tariff of Port Charges in the Kingdom of Greece.

Tonnage.

In the ports of Syra, Nauplia, Piræus, Marathonesi, Pylos, Calamata, Navarino, and Patras.

	Drs. Lep.
On vessels under 5 tons	free.
— of 80 —	0 9
— above 80 —	0 12
In the other ports: —	
On vessels under 5 tons	free.
— of 20 —	0 6
— above 20 —	0 9

Permit of Departure.

On vessels under 5 tons	free.
— of from 5 to 20 tons	0 50
— — 21 — 50 —	1 00
— — 51 — 100 —	2 00
— — 101 — 200 —	3 00
— — 201 and above	4 00
Light-house (only where there is one).	
On vessels under 5 tons	free.
— — from 5 to 20 tons	0 20
— — 21 — 50 —	1 00
— — 51 — 100 —	2 00
— — 101 — 200 —	3 00
— — 201 — 300 —	4 00
— — 301 and above	5 00
When gunpowder remains on board, for every 12½ pounds per month or 30 days	0 2
When it is placed in the public magazine for the same quantity and time	0 3

Observations on the Tonnage Duty.

1. Vessels arriving from abroad loaded, and which discharge their cargoes, and depart loaded, pay the whole duty.
2. Vessels arriving from abroad loaded, and which depart in ballast, pay two thirds of the duty, which is also exacted if they arrive in ballast and depart loaded.
3. Vessels arriving from abroad in ballast, and departing without lading, or arriving and departing with cargo, and not discharging any of it, pay one third of the duty.
4. Vessels arriving from and going to another port of the kingdom pay but one half of the duty.
5. A vessel is considered as loaded, whether she be so fully or partially.

Exceptions.

1. Every vessel forced to enter a port, either by a storm or in consequence of damage, is exempted from all charges during 8 days.
2. Every vessel entering a port, from whatever cause, and destined to another port, and the master of which shall immediately make a declaration to the captain of the port, that he has no intention either of loading or discharging his goods, may remain 5 days without paying any duty except the light-house duty. He is permitted also to receive or to deliver letters or money, unless otherwise provided for by special ordinances.

Statement of the Number of Vessels, their Tonnage and Crews, and the Invoice Value of their Cargoes; distinguishing also the Countries to which they belonged, which entered inwards and cleared outwards at the principal Ports within the Consulate of the Morea, viz. Patras and Nauplia, in the Year 1834. — (*Consular Return.*)

PORT OF NAUPLIA.

Countries.	Inwards. Ships.	Tons.	Crews.	Invoice Value of Cargoes.	Outwards. Ships.	Tons.	Crews.	Invoice Value of Cargoes.
				L.				*L.*
British	8	809	49	8,020	4	543	32	1,900
American	11	1,997		6,198	4	680		740
French				978				
Greek	709			17,158	708			22,656
Ionian	6	280	34	727				
Samos	3			437				
Turkish	5			31				
Total	753			63,545	716			25,296

PORT OF PATRAS.

Countries.	Inwards. Ships.	Tons.	Crews.	Invoice Value of Cargoes.	Outwards. Ships.	Tons.	Crews.	Invoice Value of Cargoes.
				L.				
British	31	4,312	272	30,077	40	4,258	255	117,565
American	11	1,997	159		10	1,420	130	
Greek	144	7,366	1,082		135	7,621	1,019	
Jerusalem	1	100	13		1	101	13	
Ionian	379	3,171	1,104	93,148	212	3,150	1,101	15,261
Neapolitan	15	1	155		8	402	85	
Papal	2	92	19		2	102	19	
Sardinian	3	803	37		3	823	37	
Total	586	18,842	3,431	92,260	404	17,971	3,286	150,816

N. B. — The value of the cargoes in the port of Nauplia is supposed to be 10 per cent. under the real value. The Port-Office Register does not specify the vessels sailing in ballast. In Patras the entries of the Ionian trade include vessels and boats.

Statement of the Number and Tonnage of Vessels, with the Value of their Cargoes, which entered and cleared at the Port of Syra in the Year 1835.—(*Consular Return.*)

Countries.	Entered.			Cleared.		
	Vessels.	Tonnage.	Invoice Value of Cargoes.	Vessels.	Tonnage.	Invoice Value of Cargoes.
			£.			£.
British	58	8,392	126,977	58	8,339	
Greek	989	58,804	253,161	2,293	67,548	381,261
French	10	1,477	5,514	10	1,477	
Ionian	61	5,264	9,780	60	5,228	4,645
Russian	91	11,355	18,203	44	9,818	5,194
Austrian	68	14,733	34,459	63	13,446	3,800
Sardinian	17	3,246	5,102	17	3,246	55
Ottoman	164	5,477	10,029	86	2,066	13,219
American	1	249	197	1	249	
Jerusalem	3	281	1,021	3	284	300
Total	1,422	107,267	145,545	5,635	111,489	406,572

Statement of the Number and Tonnage of British Vessels, with the Nature and Value of their Cargoes, which entered and cleared at the Port of Syra, distinguishing the Countries to and from which they sailed, in the Year 1835.—(*Consular Return.*)

Countries.	Entered.				Cleared.			
	Vessels.	Tonnage.	Invoice Value of Cargoes.	Nature of Cargoes.	Vessels.	Tonnage.	Invoice Value of Cargoes.	Nature of Cargoes.
			£.				£.	
Great Britain	47	6,686	122,928	27 from Liverpool, and 14 from London, with mixed cargoes; 6 from Cardiff, iron.				
Malta	5	878	3,044	Mixed cargoes.	2	274	-	Mixed cargo, 1 in ballast.
Trieste	1	133	-	In ballast.				
Athens	2	291	226	Mixed cargo, 1 in ballast.				
Constantinople	1	194	1,679	Wheat	28	4,173	-	Original, or part of original cargo.
Smyrna	2	207	-	In ballast	22	3,194	-	Ditto ditto, 2 in ballast.
Salonica	-	-	-	-	5	598	-	Ditto ditto.
Patras	-	-	-	-	1	126	-	In ballast.
Zante	-	-	-	-	1	133	-	Ditto.
Rhodes	-	-	-	-	1	64	-	Ditto.
Total	58	8,392	126,977	-	58	8,339		

GUAYAQUIL, a city and port of Colombia, on the western coast of South America, lat. 2° 11′ 21″ S., long. 79° 43′ W. Population, according to Captain Hall, 20,000. The town is situated on the banks of the river of the same name, about 6 or 7 leagues from the Isla Verde, or 9 leagues from the Isla Puña, in the Gulf of Guayaquil, opposite to the mouth of the river. Ships bound for Guayaquil generally call at the Isla Puña, where expert pilots may be had, who carry them up to the town by night or by day, according to the state of the tides. The town is old; but as the houses are of wood, and it has frequently suffered from fires, much of it is comparatively modern, and has a good appearance. There is a dry dock on the south bank of the river, where several ships of a superior construction have been built.

Notwithstanding the revolutions to which it has been subject, Guayaquil has a considerable commerce. Its principal article of export is cocoa, of which large quantities are shipped; and next to it are timber, tobacco, ceibo wood used in stuffing mattresses, &c. The principal articles of import are British manufactured cottons and hardware, silks, wine, flour, &c. We subjoin an account of the number and tonnage of the vessels, with the value of their cargoes, that entered and cleared out at Guayaquil, in 1835.

Statement of the Number and Tonnage of British Vessels, with the Nature and Value of their Cargoes, which entered and cleared at the Port of Guayaquil, distinguishing the Ports to and from which the same sailed, in 1835.

Ports.	Inwards.				Outwards.			
	Vessels.	Tonnage.	Value of Cargoes.	Nature of Cargoes.	Vessels.	Tonnage.	Value of Cargoes.	Nature of Cargoes.
			£.				£.	
Valparaiso	5	370	15,446	2 British manufactures. 1 Ditto and wine. 2 Flour, wine, and specie.	4	660	811	2 Cocoa. 2 Ballast.
San Blas	1	270	-	Ballast.				
Matratlan	1	225	-	Ditto.				
Pta. Arena	1	351	-	Ditto.				
Ste. Elena	1	212	300	Sdlc.				
Callao	1	115	3,600	British manufactures	2	250	145	1 Timber. 1 Ballast.
Malaga	1	223	16,220	Wine, silks, and British manufactures.	1	223	7,194	Cocoa.
Cadiz	-	-	-	-	1	210	5,031	Ditto.
Santander	-	-	-	-	1	331	11,326	Ditto.
Realejo	-	-	-	-	1	230	1,000	Ditto.
Punta	-	-	-	-	1	212	-	Ballast.
Total	11	2,086	51,475	-	11	2,086	25,436	

Statement of the Number and Tonnage of Vessels, with the Value of their Cargoes, which entered inwards and cleared outwards at the Port of Guayaquil, distinguishing the Countries to which the same belonged, in the Year 1835. — (*Consular Return.*)

Countries.	Inwards.			Outwards.			Remarks.
	Vessels.	Tonnage.	Value of Cargoes.	Vessels.	Tonnage.	Value of Cargoes.	
			£.			£.	
British	11	2,086	34,375			23,436	About one third of the number of vessels entered as Peruvian, and some entered as Mexican, belong to this port, but were put under those colours for better protection during the revolution of 1834.
Colombian	12	1,747	14,040			9,470	
United States	19	3,471	46,552			71,765	
French	4	1,027	4,208			7,825	
Sardinian	5	1,475	8,620	The same as entered.		10,714	
Hamburgh	1	104	1,000			5,000	
Danish	2	407	5,000			11,300	
Mexican	15	1,582	16,854			22,375	
Chilian	11	1,716	25,680			12,265	
Peruvian	45	5,588	57,470			40,088	
Total	125	21,430	221,680			210,429	

For further particulars, see *Ulloa, Voyage Historique de l'Amerique*, tom. i. pp. 141-178.; *Hall's Voyage to Chili, Peru, &c.*, vol. ii. pp. 101-158, &c.

IMPORTATION AND EXPORTATION. — The commissioners of customs, agreeably to the powers given them to that effect by the 3 & 4 Will. 4. c. 52. § 185. (see *Dict.* p. 669.), have appointed the undermentioned places, within the several ports of the United Kingdom, at which vessels coming into or departing out of such ports shall bring to, for the boarding or landing of customs officers. Every master of a vessel failing to comply with the provisions of said act in this respect forfeits 100*l.*

ENGLAND.

Ports.	*Stations for bringing-to.*
London	Gravesend Reach, below the Custom-house.
Aberystwith	On the bar, or a little above the junction of the rivers Rhydol and Ystwith.
Aberdovey	A little to the westward of the town, in the river Dovey.
Aldborough	Orford haven, the entrance of the rivers Ore and Alde.
Arundel	The piles on the eastern side of the river, between the revenue watch-house and the Duke of Norfolk's Quay, in the harbour of Littlehampton.
Barnstaple	Skern and watch-house, Appledore.
Beaumaris	Opposite the town, at Fryar's Roads.
Aulwich	Within the harbour.
Conway	In the roadstead opposite the town.
Carnarvon	In the bay off the town, opposite the Bell Tower, and at Abermenei.
Pullhely	At the entrance of the harbour, by the Gimblet Rock.
Barmouth	In the harbour.
Holyhead	In the harbour.
Berwick	At the entrance of the harbour, near the pier head.
Bideford	Skern and watch-house, Appledore.
Boston	Hob Hole.
Brockwater	Between Rotestall Point, on the east of the Bristol Channel, and Black Rock, about a mile within the mouth of the river Parrott.
Bridlington	The bay or harbour.
Bridport	The outer buoy, distant about 300 yards, abreast of the harbour.
Bristol	Pill and Kingsroad.
Cardiff	Penrith Roads, a little to the eastward of the mouth of the river Taff.
Cardigan	At Pwllcam, a little inside the bar of harbour's mouth.
Carlisle	Fisher's Cross.
Chepstow	At the entrance of the river Wye.
Chester	At the Passage Way, Exmouth.
Chichester	Cockbush harbour.
Clay	Blackone and Clay harbour.
Colchester	Colne River, off Mersea Stone, Mersea Island.
Cowes (East)	Roadstead of Cowes, extending from east to west about 2½ miles.
Dartmouth	Between the mouth of the harbour and Sandquay Point.
Salcombe	At the mouth of the harbour and Snapp Point.
Deal	In the Downs, in open roadstead.
Dover	The outer harbour.
Folkstone	In the harbour.
Exeter	At the Passage Way, Exmouth.
Teignmouth	At the Point.
Falmouth	In the harbour, off Kin Quay and watch-house.
Faversham	Between the mouth of Faversham Creek and the Horse Sand in the East Swale.
Milton	At the mouth of Milton Creek in the Swale.
Fowey	Near the Custom-house, not far from the entrance of the harbour.
Gloucester	
Grimsby	At the outfall, near the entrance of the harbour.
Goole	Hull Roads.
Gweek	Durgan Roads, just at the entrance of the river Helf.
Harwich	In the harbour, between the Guard and Walton Ferry.

Ports.	*Stations for bringing-to.*
Hull	Hull Roads, between the east end of the citadel and the entrance to the Humber dock to the westward.
Ilfracombe	In the harbour.
Ipswich	In the harbour, between the Guard and Walton Ferry.
Isle of Man	
Douglas	In their respective bays.
Derby Haven	
Peel	
Ramsey	
Lancaster	Glasson Dock, on the river Lune.
Poulton	Sea Dyke, entrance of the river Wyre.
Ulverston	Pile bowdry, near the Isle of Walney.
Leigh	Leigh Slade, or Leigh Swatch, which channel is formed by the spit of a sand called Marsh End, leading from the east end of Canvy Island, and nearly opposite to a windmill, called the Hamlet Mill, situate upon the Cliff, about ¼ a mile to the westward of Southend, and about 2 miles from Leigh.
Liverpool	At the entrance of the respective docks.
Llanelly	
Lyme	The basin within the pier or cobb of Lyme Regis.
Lynn	Nottingham Point, intermediate space between Common Strath Quay, where the estuary narrows into a river, about 3 miles below the town, or near as circumstances permit within the point.
Maldon	Barrow Hills, opposite Blackwater River, Maldon.
Milford	In the haven, opposite the town of Milford.
Minehead	The entrance of the harbour.
Newcastle	Opposite the watch-house, at the entrance of the river Tyne.
Shields	Low Lights, North Shields.
Blythnook	At the entrance of the harbour.
Newhaven	In the stream, between the piers and the tide surveyor's watch-house.
Newport (Wales)	At the watch-house, 1 mile from the Custom-house.
Padstow	Hawker's Cove, within the harbour.
Penzance	Gwavas Lake.
St. Michael's	St. Michael's Mount Roads.
Plymouth	Within the line of the breakwater, viz. the Sound, Catwater, and Hamoaze.
Poole	At the entrance of the harbour, between South Deep, opposite Brownsea Castle, and the Essex buoy, opposite the castle stables.
Portsmouth	Between Blockhouse Point and the north end of his Majesty's dock-yard.
Langstone	In the roadstead, within 1 mile of the Soil Buoy.
Ramsgate	In the harbour.
Margate	In the harbour.
Sandwich	At the entrance of the harbour.
Rochester	Sheerness.
Rye	The outer channel, and in Stag's Hole, in the inner channel.
Hastings	In the open roadstead.
Eastbourne	In the open roadstead.
Scarborough	Entrance of the harbour, opposite the light-house, at the end of Vincent's Pier.
Scilly	
Shoreham	Near the entrance of the harbour, in the western branch, opposite the customs watch-house and Kingston Wharf.
Southampton	Bichen buoy, or Barsledon buoy.

Ports.	*Stations for bringing-to.*
SOUTHWOLD	Opposite the jetty, near the entrance of the harbour.
STOCKTON	South buoy, or opposite Cleveland Port.
ST. IVES	In the bay, within ¼ a mile of St. Ives pier.
Hayle	The same.
SUNDERLAND	At the entrance of the harbour, near the watchhouse on the South pier.
SWANSEA	In the harbour.
Neath	Briton Ferry, near the entrance of Neath River.
TAUNTON	Falmouth harbour.
WELLS	Between the entrance of the harbour and Wells Quay.
WEYMOUTH	Weymouth Roads.
WHITBY	The harbour.
WATERHAVEN	In the harbour, between the tongue and bulwark.
Harrington	In their respective harbours.
Workington	
Maryport	
WHITEHAVEN	At the light-houses about 5 miles below the station at Sutton Wash.
WOODBRIDGE	Bawdsey Ferry, the entrance of the river Deben.
YARMOUTH	Yarmouth Roads, between Nelson's monument and the haven's mouth — on the Brush, a short distance within the haven's mouth, at the S.E. angle of the river.

SCOTLAND.

ABERDEEN	That part of Aberdeen Bay which falls within a line beginning at the eastern-most point of the Girdle Ness, and running north 1½ mile, to a point due east of the centre of the Broad Hill.
Peterhead	The bay.
Newburgh	Within the river Ythan, opposite to the village Newburgh.
Stonehaven	Stonehaven Bay, within 800 yards of the entrance of the harbour.
AYR	South Quay at Ayr.
BANFF	The Legal Quays.
BORROWSTOUNESS	The harbour.
Inverkothing	The harbour.
CAMBERTOWN	The harbour.
DYSARTNESS	The harbour.
DUNDEE	The harbour.
Newburgh and Perth	Caroline Roads, 1½ mile to the eastward of the harbour of Dundee.
GLASGOW	Entrance of the harbour.
GRANGEMOUTH	Entrance of the harbour.
Alloa	Alloa roadstead.
Kincardine	Kincardine roadstead.
GREENOCK	From Gravel Point, to the eastward of the town of Greenock, in the county of Renfrew, to Kempock Point, being the western point of Gourock Bay, including therein Cartsdyke Bay, Greenock Roads, the anchorage at the tail of the bank, and Gourock Bay.
Rothsay	Rothsay Bay, lying and being within Boyd's Point, on the east of the town of Rothsay, in the Isle of Bute, county of Bute, and Ardcaulish Point on the west of the said town.
OBAN	Oban Bay, in the county of Argyle, as lies within Fishing-house Point on the eastern side, and Currick Point on the western side of the said bay.
Tobermory	The Bay of Tobermory, lying and being within Lodag Point to the south-east, Portmore Point to the north-west, and the Isle of Calve on the east of Tobermory, Isle of Mull, county of Argyle.
Inverary	The roadstead of Inverary, lying and being off the town of Inverary, in the county of Argyle, and extending ½ a mile north-east of the quay of the said town.
Lochgilphead	Lochgilphead Roads, at the east end of the Crinan Canal, lying and being within Ardrishaig Point, on the western side of Lochgilphead, and Kilmory Point, on the eastern side of the said loch.
INVERNESS	The harbour.
IRVINE	The harbour.

Ports.	*Stations for bringing-to.*
KIRKALDY	Entrance of the harbour.
Aberdour and Burntisland	Burntisland Roads.
Pittenweem	Kirkaldy Bay.
Dysart	
Wemyss	
Methil	
Leven	Largo Bay.
Largo	
Elie	Entrance to their respective harbours.
Anstruther	
St. Andrew's	St. Andrew's Bay.
KIRKWALL	The Bay, or Kirkwall Roads, extending along the beach, in a north-east direction, to Thief's Holm, and in a westerly direction to Quanterness Skerry, thence in a southerly direction to the Lead Quays.
Stromness	The bay called Cairston Roads.
LEITH	Between the martello tower and chain pier at Newhaven.
Dunbar	In the harbour.
Fisherrow	In the harbour.
LERWICK	In the bay, opposite the Custom-house.
MONTROSE	Within the bar, at the entrance of the river South Esk, which is called the Still.
Arbroath	The harbour.
PORT GLASGOW	Port Glasgow Roads, or roadstead, commencing at the black and white chequered buoy, on the east point of the bank called the Perch, distant from the harbour about 200 yards, and extending in a south-easterly direction by the course of the river Clyde to the old ruins called Newark Castle.
STORNAWAY	The harbour.
STRANRAER	The harbour of Stranraer.
Port Patrick	The harbour.
THURSO	Thurso Bay, within Holburn Head to the anchorage ground at Scrabster Roads.
Wick	Wick Bay, when abreast or within its headland called the Old Man of Wick.

IRELAND.

BALTIMORE	At the entrance of the harbours of Castle Townsend, Baltimore, Crook Haven, and Bere Haven.
Castle Townsend	
Crook Haven	
Bere Haven	
BELFAST (Floating Stn.)	Garmoyle Roads, in Belfast Lough.
COLERAINE	Port Rush Bay, outside the harbour.
CORK (COVE)	Between the Spit buoy and the town of Cove.
West Passage	Between Ferry Point to the southward and Horse Head to the north-west.
Kinsale	Upper Cove, on the eastern side of the harbour.
Youghall	Within the entrance of the harbour, between Blackball Head to the eastward, and Ferry Point.
DROGHEDA	North Crook, at the entrance of the Boyne.
Queenborough	In the river Boyne, opposite Queenborough.
DUBLIN	Pigeon-house, between the harbour light-house and the end of the North Wall.
DUNDALK	Soldiers' Point.
GALWAY	To the eastward, or under the shelter of, Mutton Island.
LIMERICK	Tarbert's Roads, to the southward of Tarbert Island, in the county of Kerry.
LONDONDERRY	Greencastle, situate on the north side of Lough Foyle.
NEWRY	Warren Point Roads.
Strangford	Ballyneety Bay or Audley's Town Bay.
SLIGO	Oyster Island.
Killibegs	Anchorage of Killibegs.
Ballyshannon	In the river, abreast of Ward Townhouse.
Ballina	Moyne Pool.
Killala	Killala Pool.
WATERFORD	Passage.
New Ross	
Dungarvon	The harbour.
WESTPORT	The anchorage ground at Annagh Head, in Clew Bay.
WEXFORD	South Bay, about 10 miles from Wexford.

IMPORTS AND EXPORTS.

I. Account of the Real or Declared Value of the various Articles of the Manufacture and Produce of the United Kingdom, exported to Foreign Countries during each of the Eight Years ending with 1835; specifying their Value, the Countries to which exported, and the Value of those annually shipped for each.

Countries to which exported.	Exports.							
	1828.	1829.	1830.	1831.	1832.	1833.	1834.	1835.
	£.	£.	£.	£.	£.	£.	£.	£.
Russia	1,518,936	1,455,805	1,489,538	1,191,563	1,587,250	1,531,002	1,582,500	1,752,775
Sweden	42,609	38,252	40,448	57,123	64,932	59,649	63,094	105,156
Norway	53,582	64,254	65,226	58,350	54,528	55,058	61,988	79,278
Denmark	111,880	95,247	118,815	84,294	95,596	99,051	94,508	107,970
Prussia	179,147	189,011	177,993	197,816	228,558	144,179	136,125	158,273
Germany	4,594,104	4,473,555	4,465,606	3,942,952	5,068,997	4,355,548	4,547,166	4,682,956
Holland	2,142,756	2,050,014	2,024,458	2,082,556	2,789,398	2,181,893	2,470,267	2,648,409
Belgium						886,120	750,059	818,487
France	458,938	481,588	478,884	602,688	674,701	848,553	1,116,885	1,435,656
Portugal, Proper	945,016	1,195,404	1,106,695	975,901	540,792	967,091	1,600,125	1,564,326
Azores	27,940	31,243	25,629	41,838	27,890	54,450	63,275	49,717
Madeira	39,802	40,253	38,414	38,960	33,411	35,456	40,082	

Table I.—*continued.*

Countries to which exported.	Exports.							
	1829.	1829.	1830.	1831.	1832.	1833.	1834.	1835.
	£.	£.	£.	£.	£.	£.	£.	£.
Spain and the Balearic Islands	501,135	861,675	607,068	597,848	442,946	442,537	325,907	1,405,055
Canary Islands	38,192	50,010	42,880	35,782	21,053	30,507	30,685	31,506
Gibraltar	1,058,315	504,163	292,760	367,285	361,470	383,460	360,719	609,550
Italy and the Italian Islands	2,176,149	2,304,030	3,251,579	2,490,376	2,381,772	2,316,290	3,282,777	2,425,171
Malta	239,458	224,010	187,436	154,419	96,964	135,438	142,690	156,225
Ionian Islands	41,078	30,465	26,964	50,883	65,725	38,915	91,498	107,809
Turkey and Continental Greece (exclusive of the Morea)	185,849	568,684	1,139,616	1,888,653	915,319	1,019,704	1,207,941	1,351,769
Morea and Greek Islds.	335	-	2,604	10,446	10,149	25,914	57,179	98,851
Egypt (Ports on the Mediterranean)	35,302	99,500	140,227	182,832	113,109	145,647	158,877	209,225
Tripoli, Barbary, and Morocco	13,745	-	1,138	436	751	2,350	14,825	29,040
Western Coast of Africa	191,402	344,455	242,123	234,768	290,061	329,210	346,483	292,540
Cape of Good Hope	218,949	267,801	330,056	257,443	292,405	346,197	304,332	320,991
Cape Verd Islands	5,566	340	1,710	235	-	146	-	1,575
St. Helena	51,573	45,341	38,985	39,431	21,236	30,641	31,615	31,187
Isle of Bourbon	35,188	16,341	16,042	-	-	-	7,091	-
Mauritius	185,972	205,338	161,069	148,479	165,191	83,434	149,319	196,559
Arabia	-	-	-	-	-	-	250	6,049
East India Company's Territories & Ceylon	4,256,542	5,659,218	5,825,850	5,377,412	5,514,779	5,495,501	5,578,699	5,199,592
China	-	-	-	-	-	-	842,329	1,071,708
Sumatra and Java	189,400	253,883	162,102	285,206	150,606	471,712	410,275	335,894
Philippine Islands	500	4,721	71,220	59,513	102,434	189,298	76,618	129,745
New South Wales, Van Diemen's Land, and Swan River	445,859	510,081	514,677	398,471	466,258	566,372	716,014	696,545
New Zealand, and South Sea Islands	2,487	845	1,596	4,792	1,576	536	-	2,657
Ports of Siam	-	-	10,467	-	-	-	19,742	-
British North American Colonies	1,691,044	1,581,723	1,857,153	2,089,527	2,075,725	2,099,550	1,871,069	2,158,158
British West Indies	3,289,704	3,512,085	2,858,448	2,581,949	2,439,808	2,597,589	2,680,024	3,167,440
Hayti	248,528	276,709	321,793	370,105	345,104	381,525	397,297	365,793
Cuba & other Foreign West Indies	589,728	673,176	618,029	665,581	635,700	577,208	915,009	787,045
United States of America	5,510,513	4,825,445	6,152,346	9,085,783	5,469,872	7,579,689	6,844,989	10,568,456
Mexico	307,729	363,502	978,441	728,858	199,841	421,187	450,610	402,820
Guatemala	6,191	-	-	-	-	3,700	30,565	15,246
Columbia	261,113	252,707	216,751	248,250	283,568	121,826	139,996	156,249
Brazil	3,518,297	2,616,140	2,452,103	1,238,371	2,444,905	2,378,680	2,460,629	2,630,767
States of the Rio de la Plata	312,389	758,540	632,172	339,870	660,152	515,362	831,584	666,993
Chili	709,371	818,950	640,626	651,617	705,195	816,817	896,221	606,176
Peru	374,615	300,171	368,469	409,905	276,616	387,524	299,235	441,534
Isles of Guernsey, Jersey, Alderney, and Man	329,498	319,996	344,056	324,654	317,496	335,954	360,665	351,612
Totals	38,814,756	35,342,645	38,271,997	37,164,572	36,450,594	39,667,547	41,648,191	47,372,270

11. Table exhibiting the different Countries to which Articles of the Produce or Manufacture of the United Kingdom have been exported during the Six Years ending with 1835, arranged in the Order of the Magnitude of the Exports to them; and specifying the average annual Amount of the Exports to each during the said Six Years, and the Portion of such Exports destined for each, supposing the whole Exports to be 1,000.

Countries.	Average annual Amount of Exports 1830-1835.	Average and Proportion exported to each Country, supposing whole Exports to be 1,000.	Countries.	Average annual Amount of Exports 1830-1835.	Average and Proportion exported to each Country, supposing whole Exports to be 1,000.
	£.			£.	
United States of America	7,607,890	189·732,586	China	319,593	7·970,716
Germany	4,446,872	110·905,947	Cape of Good Hope	309,531	7·719,768
East India Company's territories and Ceylon	3,540,581	83·359,681	Sumatra and Java	305,047	7·607,900
Holland	2,774,688	69·208,781	Western Coast of Africa	287,950	7·177,056
Belgium			Columbia	200,439	4·998,801
British West Indies	2,720,935	67·850,946	Prussia	185,928	4·564,757
Italy and the Italian Islands	2,688,123	67·042,719	Malta	155,951	3·889,451
Brazil	2,630,147	66·125,870	Egypt (ports on the Mediterranean)	133,220	3·385,035
British North American Colonies	1,909,660	48·647,474	Mauritius	130,333	3·249,376
Russia	1,189,078	32·437,567	Denmark	101,171	2·523,566
Portugal, Proper	1,124,109	28·037,010	Philippine Islands	100,279	2·515,140
Turkey and Continental Greece (exclusive of Morea)	1,085,801	27·070,225	Ionian Islands	67,465	1·683,091
France	969,020	24·295,336	Sweden	66,068	1·622,560
Chili	705,478	17·539,525	Norway	58,530	1·468,729
Cuba, and other foreign West Indies	698,756	17·427,121	Azores	51,788	1·290,173
States of the Rio de la Plata	686,274	15·120,600	Madeira	36,455	·909,539
Mexico	551,910	13·764,201	St. Helena	32,071	·799,856
New South Wales, Van Diemen's Land, and Swan River	545,090	13·594,109	Canary Islands	30,409	·758,107
Spain and the Balearic Islands	670,275	11·748,757	Morea and Greek Islands	20,509	·508,907
Gibraltar	428,370	10·683,862	Guatemala	8,215	·204,854
Hayti	350,037	8·730,050	Tripoli, Barbary, and Morocco	8,009	·201,771
Peru	365,928	9·056,464	Ports of Siam	7,953	·198,371
Isles of Guernsey, Jersey, Alderney, and Man	339,065	8·456,303	Isle of Bourbon	3,855	·071,204
			New Zealand, and South Sea Islands	1,891	·047,163
			Arabia	1,050	·026,187
			Cape de Verd Islands	829	·013,195
			Totals	40,095,899	1000·000,000

N. B.—This Table is intended to be, and is, in fact, a supplement to that in the *Dictionary*, p. 678.

III. Account of the Quantities of the Principal Articles of Foreign and Colonial Merchandise imported into, exported from, and retained for Consumption in the United Kingdom, with the Nett Revenue accruing thereon, during the Years ended 5th January, 1835, and 1836.

Description of Merchandise.	Quantities imported.		Quantities exported.		Quantities retained for Consumption.		Nett Revenue.	
	1834.	1835.	1834.	1835.	1834.	1835.	1834.	1835.
							£.	£.
Ashes, pearl and pot, cwts.	94,151	154,315	6,156	9,387	89,990	129,867	1,330	1,267
Barilla and alkali - - —	125,971	125,968	5,855	5,807	130,420	146,320	Gross rev. 17,753	Gross rev. 24,647
						Drawbacks & repayments	3,420	-
							14,333	
Bark for tanning or dyeing - - —	849,500	826,500	1,122	2,264	849,561	804,214	25,295	25,719
Coffee, viz. :—							28,276	
British plantation - lbs.	22,089,122	14,617,046	708,946	200,258	22,224,073	17,996,129		
East India & Mauritius - - —	9,951,141	7,167,614	6,305,582	2,516,831	1,568,204	5,596,791	614,734	652,193
Foreign plantation - —	9,824,847	6,515,565	8,177,979	10,599,398	2,418	2,126		
Total, -	41,865,111	28,300,225	15,250,480	13,316,557	25,786,085	25,295,046		
Cocoa - - lbs.	2,984,894	2,318,725	2,203,310	2,481,153	1,173,790	1,084,170	11,779	10,892
Husks and shells - —	404,039	377,601	-	1,374	443,786	568,229		
Cotton wool from foreign countries, viz. :—								
United States of America - - —	269,605,675	284,455,512						
Brazil - - - —	19,291,306	24,086,809						
Turkey and Egypt —	855,167	5,738,966						
Other foreign countries - - —	2,220,892	3,207,589						
Cotton wool from British possessions, viz. :—								
East Indies and Mauritius - lbs.	32,920,865	41,479,902						
British W. Indies, the growth of - —	1,679,911	1,495,517						
British W. Indies, imported from - —	624,514	319,755						
Other British possessions - - —	67,545	21,208						
Total quantities -	326,676,425	363,702,985	21,461,925	32,779,734	302,255,537	326,407,892	573,812	309,282
Indigo - - lbs.	4,165,296	4,168,795	3,948,426	4,074,598	2,347,827	2,590,006	52,056	53,578
Lac dye - - - —	705,959	548,615	83,253	208,162	593,474	594,465	1,057	1,609
Logwood - - tons	21,054	16,744	4,548	5,697	14,676	14,747	2,843	3,053
Madder - - - cwts.	72,004	94,103	1,737	822	70,951	94,490	5,907	5,253
Madder roots - - —	80,297	66,525	-	5	75,271	67,351	1,892	1,097
Fustic and saw, or cuttings of flax and hemp - —	811,722	740,814	19,569	12,225	791,272	728,185	5,407	3,187
Currants - - —	193,786	176,065	12,667	23,199	165,543	135,569	242,180	214,577
Lemons and oranges, chests	206,553	324,436	1,460	1,507	934,785	899,154	67,456	63,025
Raisins - - cwts.	213,729	169,560	47,850	27,902	147,467	160,814	122,872	120,320
Hats of straw - No.	16,349	7,473	28,456	15,117	11,487	5,998	5,266	1,031
Plaiting of straw - lbs.	70,572	37,253	5,591	7,656	25,470	31,278	20,015	26,172
Hemp, undressed - cwts.	672,711	687,539	19,172	56,291	666,166	643,122	2,844	2,257
Hides, untanned, viz. :—								
Buffalo, bull, ox, cow or horse hides, cwts.	437,291	550,697	56,127	79,519	342,718	294,184	61,769	43,167
Hides, tanned, viz. :—								
Buffalo, bull, ox, cow, or horse hides, lbs.	80,889	78,076	3,964	28,694	40,358	51,082	647	1,041
Leather gloves - pairs	1,697,941	1,290,625	22,658	38,565	1,643,828	1,291,295	20,559	24,176
Molasses - - cwts.	678,382	525,341	2,078	4,896	507,989	627,479	228,721	279,796
Oil—Olive - - galls.	2,513,742	906,166	234,950	283,731	2,225,237	554,196	46,566	9,434
Palm - - cwts.	329,669	290,161	20,112	50,915	264,806	214,753	25,906	15,220
Train, spermaceti, and blubber - tuns	25,534	23,197	3,737	8,035	21,462	16,114	1,569	1,204
Saltpetre and cutch - cwts.	339,488	264,835	68,476	73,579	215,063	204,580	5,902	5,438
Pitch and Tar - barrels	22,10,257	2,205,748	7,525	21,078	2,211,268	2,159,409	15,890	15,555
Silk, raw - - lbs.	3,545,212	3,737,480	207,607	115,580	-	4,067,149	13,950	17,255
Waste and knubs - —	1,012,961	1,321,964	-	4,153	-	1,579,697	450	616
Cassia lignea - - —	2,066,536	1,966,505	1,080,550	1,436,035	100,184	98,315	2,136	2,339
Pepper - - - —	7,776,340	5,345,217	6,393,247	1,246,720	2,467,780	2,550,573	122,592	117,308
Pimento - - - —	1,396,775	2,336,350	1,790,153	2,162,455	362,761	344,406	6,726	7,178
Sugar, viz. :—			Raw.					
West India - cwts.	3,844,243	3,523,848	598,744	371,230				
East India and Mauritius - —	697,141	771,883	Refined.		3,741,570	5,586,562	4,559,392	4,667,000
Foreign - - —	202,030	132,135	401,044	340,371				
Tallow - - - —	1,397,407	1,015,08	19,068	31,0	1,360,180	1,005,276	182,908	138,876
Tea - - - lbs.	35,645,990	44,360,550	1,181,005	2,158,029	34,969,631	36,574,004	3,569,561	3,532,427
Timber, viz. :—								
Battens and battens ends - - gt. hun.	13,560	13,151	88	31	13,560	13,386	129,774	127,378
Deal and deal ends - —	67,109	61,731	860	738	62,808	63,011	601,514	594,485
Masts, 6 and under 8 ins. in diameter, No.	10,225	10,954	269	372	9,593	9,703	8,108	9,059
Masts, 8 and under 12 inches in diameter -	3,863	4,270	219	200	3,619	3,829		4,489
Masts, 12 & upwards-lds.	5,479	5,241	86	6	3,791	3,824		2,650
Oak planks - - —	2,750	1,341	1	2	2,616	1,799	10,442	7,144
Staves - gt. hund.	86,885	108,506	2,654	3,000	83,186	99,752	36,756	43,021
Fir, 5 inches square and upwards - loads	489,166	636,520	624	363	493,200	614,530	440,300	516,113
Oak, ditto - - —	26,109	34,705	23	23	25,850	30,238	35,075	35,028
Unenumerated, ditto —	41,209	41,370	34	130	40,564	41,548	10,170	10,395
Wainscot logs, ditto —	5,051	5,488	-	-	3,269	5,182	8,807	8,659
Tobacco, viz. :—								
Unmanufactured - lbs.	36,517,584	25,923,611	12,980,154	15,218,897	21,048,391	21,605,775		
Manufactured or segars - - —	959,883	994,601	375,560	200,388	145,583	141,693	5,225,648	5,534,234
Snuff - - - —	1,021	1,107	14,256	12,813	101	101		
Wool, sheep and lambs' —	46,455,232	42,174,579	807,2	3,101,780	40,840,271	41,715,414	131,579	137,156
Wine, viz. :—								
Cape - - imp. galls.	134,296	387,748	6,666	5,181	524,081	522,913	72,048	71,935
French - - —	365,776	870,446	128,536	113,236	260,650	271,661	71,151	74,689
Portugal - - —	4,215,447	4,269,840	296,553	275,084	2,780,023	2,780,024		
Spanish - - —	3,446,503	2,752,038	583,624	582,759	2,317,955	2,230,187	1,569,541	1,545,493
Madeira - - —	372,696	271,325	179,916	129,785	190,352	139,422		
Other sorts - - —	883,754	874,814	796,136	469,612	485,308	476,197		
All sorts - - —	9,766,116	9,050,561	1,635,121	1,573,561	6,490,514	6,120,542	1,709,290	1,691,522

IV. An Account of the Official Value of the Imports into and Exports from the United Kingdom, from and to each Countries, for the Year ending 5th January, 1835, with the Declared or Real Values of the Exports for the Years ended 5th of January, 1835, and 1836, distinguishing each Country, and British and Colonial and Foreign Produce.

Names of Countries.	Official Value of Imports into the United Kingdom, 1834.	Official Value of Exports from the United Kingdom, 1834.			Declared Value of British and Irish Produce and Manufactures exported from the U.K. in 1834.	Declared Value of British and Irish Produce and Manufactures exported from the U.K. in 1835.
		British and Irish Produce and Manufactures.	Foreign and Colonial Merchandize.	Total Exports.		
EUROPE.	£.	£.	£.	£.	£.	£.
Russia	4,198,844	1,367,228	775,959	2,643,187	1,532,700	1,709,775
Sweden	306,342	92,096	50,251	142,207	65,094	104,146
Norway	88,771	100,426	46,184	146,210	61,988	75,678
Denmark	551,816	191,478	49,841	241,289	94,295	101,970
Prussia	725,885	176,915	332,826	509,089	159,823	188,277
Germany	1,457,977	8,938,297	1,518,966	10,457,173	4,547,166	4,602,866
Holland	1,103,926	3,681,817	1,502,118	5,183,935	2,470,367	2,696,402
Belgium	303,934	1,157,107	1,436,977	2,593,372	760,074	818,457
France	2,805,246	1,290,626	546,324	1,837,591	1,170,884	1,425,580
Portugal, Proper	691,410	3,819,535	231,460	4,051,075	1,600,125	1,854,520
Azores	15,175	170,920	12,455	142,980	67,875	49,117
Madeira	25,251	69,965	23,015	90,576	38,476	40,082
Spain and the Balearic Islands	971,808	586,575	166,266	548,841	325,097	405,066
Canary Islands	78,784	68,676	17,968	86,644	30,886	45,500
Gibraltar	47,355	1,211,782	211,584	1,423,166	466,219	602,280
Italy and the Italian Islands	1,190,410	6,650,166	1,518,981	8,350,147	3,384,277	2,475,573
Malta	147,956	504,032	85,375	589,425	247,696	256,765
Ionian Islands	207,393	180,674	33,556	214,229	94,498	107,804
Turkey and Continental Greece, exclusive of the Morea	741,280	2,467,944	257,305	2,725,249	1,207,944	1,351,629
Morea and Greek Islands	45,367	85,927	24,882	98,809	37,179	28,854
Isles of Guernsey, Jersey, Alderney, and Man	231,996	472,165	164,779	546,402	350,491	551,614
AFRICA.						
Egypt (ports on the Mediterranean)	52,351	348,709	8,274	353,983	168,877	269,235
Tripoli, Barbary, and Morocco	128,348	46,074	37,364	78,438	14,893	29,010
Western coast of Africa	475,185	622,588	175,816	798,404	326,487	292,840
Cape of Good Hope	248,769	498,224	150,328	640,152	304,582	326,921
Eastern coast of Africa	-	-	-	-	-	-
Cape Verd Islands	-	550	-	550	550	575
St. Helena	2,184	28,295	23,589	51,914	31,315	31,184
Isle of Bourbon	-	11,744	1,263	13,007	7,091	-
Mauritius	782,148	264,955	42,894	307,849	139,570	140,559
Madagascar	38	-	-	-	-	-
ASIA.						
Arabia	-	500	-	500	200	6,040
East India Company's territories and Ceylon	1,311,639	7,193,080	143,125	7,616,205	2,578,569	3,192,699
China	3,066,923				842,562	1,074,708
Sumatra and Java	141,989	-	-	-	440,275	593,892
Philippine Isles	85,922	-	-	-	76,618	139,745
New South Wales, Van Diemen's Land, and Swan River	247,459	850,248	227,206	1,077,454	716,014	606,349
New Zealand and South Sea Islands	1,956	-	-	-	-	2,087
Ports of Siam	-	See India and China.	-	-	19,242	-
Singapore	768,723	-	-	-	-	-
AMERICA.						
British North American Colonies	1,107,826	2,061,378	290,706	2,352,181	1,671,069	2,158,188
British West Indies	3,110,114	1,494,660	323,987	1,818,847	2,680,025	3,187,940
Hayti	74,162	332,743	20,701	353,444	257,297	206,738
Cuba and other Foreign West Indies	926,157	2,788,011	255,920	3,043,931	915,006	787,045
United States of America	10,276,628	9,138,717	711,159	9,769,876	6,844,980	10,598,205
Mexico	261,417	620,852	132,052	852,904	429,610	406,820
Guatemala	15,739	61,079	57	64,136	39,306	15,714
Columbia	117,809	505,328	20,662	525,947	199,997	139,242
Brazil	1,397,305	5,675,158	137,925	5,813,083	2,460,078	3,870,787
States of the Rio de la Plata	660,130	1,883,515	35,293	1,918,808	851,661	608,635
Chili	194,253	1,294,247	49,320	1,343,567	806,221	606,176
Peru	725,086	485,850	61,488	547,338	209,223	441,324
Totals	49,064,416	75,835,059	11,562,036	85,397,075	41,649,018	47,572,270

V. Account of the Value of Foreign and Colonial Merchandise exported from the United Kingdom to Foreign Parts, calculated at the Official Rates of Valuation.

Articles.	Years ending 5th of January								
	1834.			1835.			1836.		
GREAT BRITAIN.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Almonds of all sorts	31,488	2	7	31,592	10	6	24,109	4	11
Ashes, pearl and pot	18,609	18	8	19,022	16	4	16,312	9	2
Barilla and alkali	1,731	5	5	2,963	8	7	3,070	9	8
Bark, Peruvian	59,086	4	0	54,025	13	0	51,117	18	0
Cassia lignea	153,154	12	0	169,358	0	0	143,203	10	0
Cinnamon	111,963	15	0	55,745	5	0	103,518	0	0
Cloves	54,287	12	6	20,775	0	0	113,086	0	0
Cochineal, granilla and dust	147,083	14	0	288,713	7	6	396,100	2	6
Cocoa, cocoa nut husks and shells, and chocolate	54,010	4	7	58,956	16	2	88,663	4	8
Coffee	759,344	18	6	932,956	3	0	853,935	0	0
Copper, unwrought, and part wrought	33,261	1	0	30,037	15	1	58,035	9	3
Corn, grain, meal and flour	124,906	7	0	537,074	16	8	527,057	14	8
Cotton manufactures of India	634,051	10	6	580,265	15	2	588,371	8	0
of Europe	16,386	7	6	18,919	0	0	39,337	9	6
Currants	13,450	1	7	25,956	5	11	41,056	8	10
Dye-woods and hardwoods, barwood	4,394	15	6	20,378	12	8	10,578	12	7
fustic	21,800	0	0	20,400	13	0	13,581	8	8
logwood	98,664	12	0	63,354	4	5	61,192	9	2
Fish, cod, &c. of Newfoundland and British America	41,326	6	7	25,738	5	1	8,257	10	9
Flax and tow, or oakum of hemp and flax	38,093	14	1	42,781	5	8	26,941	19	4
Hemp	22,267	16	3	23,317	0	10	17,682	4	6
Hides, raw and tanned	186,084	5	11	196,056	10	1	278,709	14	1
Indigo	702,139	9	8	752,911	1	0	760,969	8	4
Iron, in bars	27,716	16	7	58,178	7	11	51,545	5	5
Lead, pig	12,847	11	4	12,926	5	8	19,036	3	6
Linens	15,814	13	1	62,113	8	11	62,110	4	7

Table V. — *continued.*

Articles.	Years ending 5th of January.								
	1834.			1836.			1835.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Mace	10,035	16	0	6,515	5	0	16,548	15	0
Nutmegs	34,203	7	6	37,155	8	6	65,392	14	6
Oil of olive	82,286	16	0	45,604	1	5	38,775	9	5
train, spermaceti, and blubber	7,167	19	11	14,372	15	4	104,998	18	1
Pepper	215,453	15	10	344,615	16	2	67,308	3	9
Pimento	83,145	7	6	74,000	14	0	77,508	16	11
Quicksilver	319,851	2	0	226,818	0	0	415,579	16	0
Rattans	36,132	15	11	35,912	4	1	50,950	19	1
Rhubarb	30,965	0	0	48,471	5	0	55,113	15	0
Rice, and rice in the husk	65,032	17	2	190,466	15	1	241,700	15	1
Saltpetre and cube nitre	45,857	18	1	158,731	6	6	199,444	0	5
Silks raw, thrown and waste	98,407	17	6	191,684	19	6	117,334	9	8
manufactures of India	701,184	13	2	242,764	9	3	567,976	16	8
of Europe	44,953	6	4	41,923	0	0	53,522	14	0
Skins and furs	70,056	9	1	69,988	12	1	100,310	15	3
Spelter	110,457	14	5	70,963	2	6	175,182	10	5
Spirits, brandy	221,308	5	3	257,784	9	9	518,891	2	10
Geneva	29,753	0	5	75,586	5	10	76,756	6	4
rum	671,490	2	8	512,195	17	6	520,925	11	6
Sugar	913,620	4	0	1,180,692	5	0	926,839	9	0
Tallow	53,753	12	11	20,986	2	0	50,915	1	11
Tea	38,169	0	0	177,150	15	0	243,704	7	0
Tin	659,024	18	10	503,131	9	1	154,675	17	9
Tobacco and snuff	154,027	16	2	246,260	8	6	249,843	2	3
Wines	239,366	1	6	295,505	2	7	335,408	1	8
Wool, cotton	1,355,971	11	9	1,515,033	17	0	8,200,231	18	4
sheep's	30,473	7	0	55,956	2	0	281,991	17	6
Woollen manufactures (including carpets)	4,435	0	0	4,938	0	0	7,516	0	0
All other articles	871,090	4	7	889,186	8	0	1,158,630	16	3
Total official value of foreign and colonial merchandise exported from Great Britain to foreign parts	9,830,885	17	5	11,549,912	18	1	12,783,801	14	2
IRELAND. — Total official value of foreign and colonial merchandise exported from Ireland to foreign parts	13,167	12	11	12,123	15	2	15,529	11	0
Total exports of foreign and colonial merchandize from United Kingdom	9,835,705	10	2	11,562,036	11	3	12,797,721	5	2

LAMAR, formerly **COSTA**, a sea-port of the republic of Bolivia, the ci-devant Upper Peru, on the west coast of South America, in lat. 22° 39′ 30″ S. long. 70° 12′ W. Population, 2,000?

In 1833 Lamar was declared a free port, and in it is centered almost the whole foreign trade of the republic. Its situation is, however, very unfavourable. It labours under a great want of fresh water; and is obliged to import all its provisions by sea, either from Valparaiso, on the one hand, or from Arica, on the other. The desert of Atacama lies between it and the internal and populous part of the country, where the towns of Potosi, Cochabamba, Charcas, &c. are situated. The produce imported at Lamar is conveyed across the desert on the backs of mules to the interior; the gold and silver of the mines being brought in the same way to the port to be shipped. These, with copper, saltpetre, and chinchilla skins, form the principal articles of export. Saltpetre is found in large quantities in the desert; the copper is found near the coast, and, owing to the scarcity of fuel, most part of it is exported in the shape of ore.

Peru possesses a long narrow slip of land, stretching along the coast of the Pacific from Arequipa to the Bay of Pica, which ought naturally to belong to Bolivia, being, in fact, the *littoral* of the latter. The Bolivian government has set on foot various negotiations to obtain the cession of this tract, which, besides greatly improving the frontier of the republic, would, at the same time, render her mistress of Arica, which is, in all respects, much better fitted than Lamar for becoming the entrepôt of her trade. Hitherto, however, these negotiations have proved abortive, in that, as already stated, Lamar at present engrosses the whole foreign trade of the state.

We subjoin the decree constituting Lamar a free port: —

1. From and after the 1st of July of the present year, 1835, Port Lamar shall be absolutely free and open.

2. Vessels of every nation may enter this port and remain as long as they please, without being subjected to any tax whatever, either on entrance or during their stay, or on their departure.

3. They shall be free from all duties of anchorage, landing, shifting, unloading or reloading of cargo, deposit, storage, or any other of whatever denomination.

4. Goods may be deposited in private warehouses, without any intervention on the part of the government.

5. The custom-house of Port Lamar is suppressed. In its stead will be a commissioner's office, for the purpose of distributing permits for the transportation of goods into the interior.

6. Whenever goods are to be sent into the interior, they must first be submitted to the commissioner, together with the invoice corresponding.

7. The commissioner will register them in a book, together with their valuation made by two merchants of the place, and the names of their owners, of the vessels, and the place where they are to be sent. This is to be signed by the person entering the goods, who at the same time binds himself to have them transported direct to the custom-house for which they are destined, without opening any of the cases, bags, or other envelopes, each of which shall be sealed, marked, and numbered to the departure. These points are to be expressed in the permits.

8. The commissioner shall by the earliest post send a notice to the collector of the custom-house for which any merchandise is destined, specifying the number, characters, quantities, and qualities of the several articles.

9. The goods must not be carried by any unaccustomed roads, but only through Tacana and the public thoroughfares: and wherever they pass through any place at which a guard or commissioner is stationed, the permits must be examined, in order that their arrival with their seals unbroken may be ascertained.

10. Merchants, either in person or by a representative, must produce to the commissioner of the port a certificate of the delivery of the goods at the custom-house for which they are destined within 6 months from the day of their entry; in case they do not, they must at the end of that period pay the sole of duties due thereon.

11. From and after the 1st of July, 1833, all goods entered at Port Lamar shall pay a duty of only 5 per cent. over and above that of half per cent. to the consulado.

12. The duty of 5 per cent. shall be paid thus; at the port 2 per cent. on the valuation made as aforesaid; and the other 3 at the custom-house on the interior for which the goods are destined. In each case one half at the end of 3, the other half the end of 6 months.

13. All goods carried from Port Lamar by land to any of the adjoining republics shall only pay a transit duty of 2 per cent.

14. A duty of 2 per cent. shall be paid on three fourths of all gold and silver money entered at any of the custom-houses in the interior for exportation through Port Lamar.

15. It is absolutely prohibited to export gold or silver, in bullion or plate, except in small quantities for the use of the person carrying it out. It will be seized wherever it is found on this side the districts of San Antonio, San Vincente, Atoca, Agua de Castilla, Lequepata, or the line of the canal.

16. All hardware for agriculture and mining, machinery, instruments of science or the arts, iron, steel, quicksilver, and printed books, may be introduced free of duty into the republic, and productions of Bolivia may be exported likewise free.

17. A reexemption of 2 per cent. on their value shall be allowed on the exportation through Port Lamar, of cascarilla, wool, tin, cocoa, and coffee, in the share of remission from duties to the amount on goods carried into the interior from the same port.

The remaining articles of the Decree are of a purely local nature.

(*See Digest of Commercial Regulations published by the Government of the United States*, vol. iii. p. 443.; *Balbi, Abrégé de la Géographie*, p. 1103, &c.)

LIGHT-HOUSES. — The following important regulations, in respect of light-houses, are embodied in the act of last session, 6 & 7 Will. 4. c. 79.

All English Lights to be subjected to the Control of the Trinity House. — Provision is made by this act for placing all light-houses, floating lights, harbour lights, buoys, beacons, &c. on and round the coasts of England and Wales, under the control and management of the Trinity House; and also for placing all light-houses, &c. on the coasts of Scotland and of Ireland respectively under the control and management of the Commissioners of Northern Lights and of the Commissioners for improving the Port of Dublin. — (§ 1.) To furtherance of this object, and to attain that uniformity of management that is so desirable, the property of all light-houses (Dungeness, Harwich, Winterton-ness, Hunstanton, and Orfordness, *Dict.* p. 760), held under lease from the crown, is vested in the Trinity House, subject to the existing leases. Provision is also made in the act for enabling the Trinity House to purchase up the reversion of the leases granted by them of the Longships and Smalls lights, and the property and interest of the owners or parties having the management of the Skerries, Spurn Point, and Tinmouth light-houses. Should the Trinity House, and the parties interested, not be able to agree as to the sum to be paid the latter, the matter, in all such cases, is to be referred to the decision of a jury, the method of whose proceeding is pointed out in the act. It is also enacted that no new light-houses shall in future be erected on the Scotch or Irish coasts, without the approval of the Trinity House having been previously obtained; and that the officers of the latter shall have power at all times to enter upon and examine such Scotch and Irish lights. — (§ 2, 3, 4, &c.)

Duties on account of Scotch Lights. — It is enacted that from and after the 1st of January, 1837, all British ships, and all foreign privileged ships, not wholly in ballast, shall pay 1*d.* per ton each time of passing each light on the coasts of Scotland, with the exception of the Bell Rock light, the charge on passing which is 1*d.* per ton. — (§ 40.)

Extra Duties on Foreign Ships privileged. — These are no longer to be paid out of the customs' duties to the Trinity House, the Commissioners of Northern Lights, or the Commissioners for Improving the Port of Dublin. — (§ § 31. 41.)

Heligoland Light. — From the 31st of December, 1836, foreign ships clearing out from any British port to any port or place within or near the rivers Elbe and Weser, are to be charged 1*d.* per ton, on account of the Heligoland light; and, from the same date, foreign ships, arriving at a British port from within the above-mentioned limits, are to be charged the like sum of 1*d.* per ton for the said light. — (§ 36.)

The following particulars, as to the principal British and Irish light-houses, have been taken from the Official Statement issued by the Admiralty.

I. ENGLISH LIGHT-HOUSES.

Name of Light.	Place whereon Light-house stands.	Number of Lights.	Description of Light.	Time of Revolution or Flash.	Distance in Miles at which it is seen in clear Weather.	Colour of Light-house, or its Appearance by Day.	Height of Lantern above the Sea at High Water, in Feet.	Height of Building in Feet.	Position.	
									N. Latitude.	Longitude.
Scilly.*	Highest part of St. Agnes Island.	1	Revolving.	Every minute.	17	White.	138	53	49 55 37	6 19 23 W.
Longships.*	Longships Rock, Land's End.	1	Fixed.	- -	14	Stone.	88	36	50 4	5 44
Lizard.*	Lizard Point.	2	Fixed.	- -	20	White.	E. 221 W. 224	Both 45	49 57 18	5 10 39
Eddystone.*	Eddystone Rock.	1	Fixed.	- -	15	Stone.	72	72	50 10 54	4 15 3
Casquets.*	Casquet Rocks.	3	Revolving.	Every 15 seconds.	15	Stone.	80	One 43, the others 38	49 42 17	2 25 34
Portland.*	Hill of Portland.	2	High light revolving, low light fixed.	Every 2 minutes.	19 13	White.	198 131	25 70	50 31 22	2 26 42
Hurst.	Hurst beach.	2	Fixed.	- -	12 9	Red.	Highest 66, lowest 29.	60 25	50 42 23	1 32 50
Needles.*	Needles Point, Isle of Wight.	1	Fixed.	- -	28	White.	109	26	50 39 55	1 33 55
Owers, floating.	E. end of the Owers shoals, coast of Sussex.	1	Fixed.	- -	9	Carries a flag.	26		50 41	0 59
Beachy Head.*	Belle-tout Cliff.	1	Revolving.	Every 2 minutes.	28	White.	285	20	50 44	0 13 E.
Dungeness.*	Dungeness Point.	1	Fixed.	- -	20	Bright red.	92	86	50 55	0 57 48
Dover.	South pier.	2	Fixed.	- -	12	White.	60	12	51 7	1 18
South Foreland.*	South Foreland.	2	Fixed.	- -	20	White.	340 275	41 52	51 8 51 10	1 24
South Sand Head, floating.	South end of the Goodwin Sands.	1	Fixed.	- -	10	Carries a flag.	35		51 10	1 27
Gull, floating.	Western edge of the Goodwin Sands.	2	Fixed.	- -	7	Carries a flag.	14		51 17	1 30
Goodwin, floating.	North Sand Head.	3	Fixed.	- -	9	Has 3 masts, and carries a flag.	Main-mast 35, the others 23.		51 19	1 35
Ramsgate.	South Pier Head.	1	Fixed.	- -	6	White.			51 20	1 26
North Foreland.*	North Foreland.	1	Fixed.	- -	22	White.	340	50	51 22	1 27
Nore, floating.	East end of the Nore Sands.	1	Fixed.	- -	10	Carries a flag.	35		51 29	0 48
Harwich.	Harwich.	2	Fixed.	- -	12	Highest grey brick, lowest white.	68 27	68 25	51 56 39	1 17 8
Galloper, floating.	West end of the Galloper Shoal.	1	Fixed.	- -	10	Carries a flag.	32		51 45	1 54
Sunk, floating.	East end of the sunk sand off Harwich.	1	Fixed.	- -	9	Carries a flag.	30		51 47	1 29
Orford.*	Orfordness.	2	Fixed.	- -	22	Stone.	- -	83 55	52 4 50	1 34 45
Lowestoffe.*	Lowestoffe.	2	Fixed.	- -	16 10	Stone.	119 48	35	52 29 10	1 45 14
Winterton.*	Winterton Point.	1	Fixed.	- -	20	Stone.		52	52 43	1 41
Haisborough, floating.	North end of Haisborough Sand.	2	Fixed.	- -	9	Carries a flag.	37		52 57	1 58

ENGLISH LIGHT-HOUSES—*continued.*

Name of Light.	Place where the Light-house stands.	Number of Lights.	Description of Light.	Time of Revolution or Flash.	Distance in Miles at which it is seen in clear Weather.	Colour of Light-house, or its Appearance by Day.	Height of Lantern above the Sea at High Water, in Feet.	Height of Building in Feet.	Position.	
									N. Latitude.	Longitude.
									° ′ ″	° ′ ″
Halsborough.*	Near Halsborough.	2	Fixed.	- -	17	Red.	157	77	52 49	1 38 E.
					15		100	65		
Cromer.*	Foulness, near Orfordness.	1	Revolving.	Every 2 minutes.	22	Stone.	274	58	52 55 20	1 19 30
Chapel.*	Hunstanton Point.	1	Fixed.	- -	14	White.	85	50	52 57 8	0 29 41
Lemon Well, floating.	Off the head of the Long Sand, Lynn Deeps.	2	Fixed.	- -	10	Carries a flag.	32		53 1	0 25
Dudgeon, floating.	Dudgeon Shoal.	1	Fixed.	- -	10	Carries a flag.	33		53 10	0 37
Spurn, floating.	Off Spurn Point, River Humber.	1	Fixed.	- -	9	Carries a flag.	30		53 34	0 13
Spurn.*	Spurn Point.	2	Fixed.	- -	15	Highest dark brick, lowest dark red.	100	90	53 34 44	0 7
					12		50	44		
Flamborough.*	Flamborough Head.	1	Revolving.	Every 2 minutes.	18	White.	- -	72	54 7	0 5 W.
Scarborough.	Vincent's Pier Head.	1	Fixed.	- -	11	White.	41	33	54 17	0 23
Whitby.	West Pier Head.	1	Fixed.	- -	13	Yellowish stone.	83	60	54 30	0 37
Sunderland.	North and South Piers.	2	Fixed.	- -	N. 20	Yellow.	73	64	54 55	1 22
					S. 10		33	25		
Tyne.	Front of Dock Way Square, lowest near Clifford's Fort.	2	Fixed.	- -	18	White.	123	49	55 0	1 26
					15		77	70		
Tynemouth Castle.*	Tynemouth Castle Yard.	1	Revolving.	Every minute.	18	Stone.	148	62	55 1	1 25
Outer Fern.	Longstone Rock.	1	Revolving.	Every 1 minute.	13	Stone.	74	71	55 39	1 38
Inner Fern.	S.W. point of Great Fern Island.	2	Highest revolving, lowest fixed.	Every 1 minute.	14	Stone.	Revolving 81, the other 40	28	55 37	1 40
					10			16		
Berwick.	East end of the Pier.	2	Fixed.	- -	12	Stone.	44		55 46	1 58
							24			
St. Bees.*	St. Bees Head.	1	Fixed.	- -	24	White.	333	33	54 31	3 39
Walney.*	South point of Walney Island.	1	Revolving.	Every 5 minutes.	15	Stone.	70	60	54 4	3 12
Formby.*	Formby Point.	1	- -	- -	12				53 32 21	3 3 51
Black Rock.	Rock Point, entrance of the Mersey.	1	Revolving.	Every minute.	15	White.	88	75	53 26 45	3 2 36
Leasowe.	On the shore, between the Mersey and Dee.	1	Fixed.	- -	16	White.	118	118	53 24 49	3 7 27
Bidston.*	Bidston Hill.	1	Fixed.	- -	20	Stone.	300	50	53 24	3 4
Upper Hoylake.	Hoylake.	1	Fixed.	- -	10	Brick.	53	39	53 24	3 11
Lower Hoylake.	Hoylake.	1	Fixed.	- -	9	Brick.	34	19		
Liverpool, floating.	At the entrance of the Horse Channel.	3	Fixed.	- -	9	Carries a flag.	36		53 28	3 17
Ain.*	Point of Ain.	2	Fixed.	-	11	Striped red and white, horizontally	40	43	53 23 26	3 19 14
					7		12			
Lynas.*	Point Lynas, Isle of Anglesea.	2	Fixed.	- -	12	Brick.	80	19	53 25	4 17 16
Skerries.*	Island of Skerries.	1	Fixed.	- -	20	White.	137	54	53 25	4 35
South Stack.*	South Stack Rock, off the N.W. point of Holyhead Island.	1	Revolving.	Every 2 minutes.	19	Stone.	201	69	53 18	4 41
Bardsey.*	Bardsey Island.	1	Flashing.	- -	17	Stone.	141	79	52 45	4 47
Smalls.*	Smalls Rock.	1	Fixed.	- -	15	Red.	79	58	51 43	5 40
Milford.*	St. Ann's Point.	2	Fixed.	- -	19	White, red top.	152	44	51 41	5 10 25
					17		129	37		
Caldy.*	Caldy Island, south point.	1	Fixed.	- -	20	Grey stone, red top.	210	40	51 37 56	4 40 57
Mumbles.*	Mumbles Head.	1	Fixed.	- -	15	White.	14	56	51 34 3	3 58 10
Swansea Pier.	Western Pier Head.	1	Fixed.	- -	3	White, black top.	28	20	51 37	3 56
Nash.*	Nash Point.	1	- -	- -	- -	- -	- -	- -	51 24	3 33
Usk.*	West side of the entrance to the Usk.	1	Fixed.	- -	10	Stone.	39	32	51 32	3 0
Flatholm.*	Flatholm Island, south point.	1	Fixed.	- -	17	White, red top.	156	77	51 22 56	3 7 3
Lundy.*	Lundy Island.	2	Upper revolving, lower fixed.	Every 45 seconds.	30	Stone.	542	79	51 10 7	4 40 25
					23		470	6		

Those marked * are what are called first-class lights.

II. SCOTCH LIGHT-HOUSES.

Name of Light.	Place whereon Light-house stands.	Number of Lights.	Description of Light.	Time of Revolution or Flash.	Distance in Miles at which visible seen in clear Weather.	Colour of Light-houses, or its Appearance by Day.	Height of Lanterns above the Sea at High Water, in Feet.	Height of Building in Feet.	Position. N. Latitude.	Position. Longitude.
									° ′ ″	° ′ ″
Inchkeith.*	Highest part of Inchkeith Island.	1	Revolving.	Every minute.	20	Stone.	220	40	56 2	3 8 W.
Isle of May.*	Highest part of Isle of May.	1	Fixed.	- -	21	Stone.	240	57	56 11	2 33
Bell Rock.*	Bell Rock.	1	Revolving.	Every 2 minutes.	14	White.	90	100	56 26	2 23
Dundee Ferry.	On the ferry piers.	3	Fixed.	- -	2½	White.	19 19		56 28	2 58
Buttonness.*	Buttonness.	2	Fixed.	- -	9 12	White.	85 65	70 50	56 28	2 45
Arbroath.	Northern Pier.	1	Fixed.	- -	5	White.	15		56 33	2 35
Montrose.	North side of the entrance.	2	Fixed.	- -	8	White.	55 45		56 42	2 27
Aberdeen.	Head of the North Pier.	1	Fixed.	- -	4	Red.	20		57 9	2 4
Girdleness.*	Girdleness.	1							57 8	2 3
Buchanness.*	Buchanness.	1	Flashing.	Every 5 seconds.	18	Stone.	130	100	57 28	1 46
Kinnaird.*	Kinnaird Head.	1	Fixed.	- -	16	Stone.	180	57	57 42	2 1
Tarbet.	Tarbetness.	1	Inter-mittent.	Every 3 minutes.	18	Stone.	175	120	57 51	3 48
Dunnet.*	Dunnet Head.	1	Fixed.	- -	24	Stone.	340	45	58 40	3 22
Pentland Skerries.*	Largest of the islands.	2	Fixed.	- -	12 15	Stone.	100 80	50 10	58 11 58	2 55
Start.*	Start Point, Sandy Island, Orkney.	1	Revolving.	Every minute.	15	Stone.	100	80	59 18	2 24
Sumburgh.*	Sumburgh Head, Shetland.	1	Fixed.	- -	24	Stone.	300	35	59 51	1 16
Cape Wrath.*	Cape Wrath.	1	Revolving.	Every 2 minutes.	21	White.	400	50	58 37	5 0
Glas.*	N.E. point of Island Glas, Harris Isles.	1	Fixed.		15	Stone.	130	80	57 [illegible]	6 33
Bara Head.*	Berneray Island, Lewis Islands.	-	-	-	-	-	-	-	56 48	7 38
Lismore.*	Monsdale Island, Argyll.	1	Fixed.	- -	15	- -	103		56 30	5 38
Rhinns of Ilay.*	Oversay Island, near Ilay.	1	Flashing.	Every 12 seconds.	18	Stone.	150	80	55 41	6 29
Kintyre.*	S.W. Headland of Kintyre.	1	Fixed.	- -	22	Stone.	297	28	55 19	5 49
Pladda.*	Pladda Island, off S.W. point of Arran Island.	2	Fixed.	- -	15 12	Stone.	150 77	80 27	55 25	5 9
Cumbrae.*	Little Cumbrae Island.	1	Fixed.	- -	15	White.	106	28	55 43	4 55
Toward.*	Toward Point.	1	Revolving.	Every minute.	11	White.	53	44	55 52	4 57
Clough.*	Clough Point.	1	Fixed.	- -	12	White.	76	76	55 58	4 52
Corsewall.*	Corsewall Point.	1	Revolving.	Every 2 minutes.	18	Stone.	112	92	55 1	5 10
Mull of Galloway.*	South point of Wigtonshire.	1	Inter-mittent.	Every 3 minutes.	21	Stone.	325	70	54 38	4 52
Saternes.*	Saternes Point.	1	Fixed.	- -	10	White.	50		54 53	3 37

IRISH LIGHT-HOUSES.

Cape Clear.*	Cape Clear Island.	1	Revolving.	Every 2 minutes.	28	White.	455	42	51 26 3	9 29 30
Kinsale.*	Old Head of Kinsale.	1	Fixed.	- -	23	White.	294	42	51 36 15	8 32 16
Cork Harbour.*	Roche's Point.	1	Fixed.	- -	14	White.	92	26	51 48	8 14
Hook Tower.*	Hook Head, E. side of entrance to Waterford.	1	Fixed.		17	White.	139	110	52 7 25	6 55 58
Duncannon.	Duncannon Fort, entrance to Waterford, E. side.	2	Fixed.	- -	9	White.	40	25	52 13	6 36
Dunmore Harbour.	Pier Head, W. side of entrance to Waterford.	1	Fixed.	- -	8	White.	44	36	52 10	6 58
Coningbeg, or Saltees, floating light.*	Off Coningbeg Rock.	2	Fixed.	- -	9	Carries a flag.	25	81	52 3	6 37
Tuskar.*	Tuskar Rock.	1	Revolving.	Every 2 minutes.	15	White.	101		52 12 2	6 12 37
Arklow floating light.*	South end of Arklow Bank.	1	- -	- -	8	Carries a flag.	25		52 44	5 48
Wicklow.*	Wicklow Head.	2	Fixed.	- -	21 16	White.	240 124	68 20	52 58	5 57
Kingstown Harbour.	East pier.	1	Revolving.	Every minute.	9	Brown.	31	19	53 18	6 9
North Wall.	End of North Dublin Quay.	1	Fixed.	- -	9	Granite.	35	28	53 21	6 15
Poolbeg.*	End of S. wall, at the entrance to Dublin Harbour.	2	Fixed.	- -	13	Stone.	68	63	53 20 32	6 10 15
Kish, floating light.*	Off north point of Kish Bank.	5	Fixed.	- -	9	Carries a flag.	25		53 19	5 58
Howth Bailly.*	Howth Bailly Point, N. side of Dublin Bay.	1	Fixed.	- -	17	White.	114	42	53 22	6 4
Howth Harbour.	End of East Pier.	1	Fixed.	- -	11	White.	43	37	53 23	6 5
Balbriggen Harbour.	Pier, larboard hand in entering.	1	Fixed.	- -	11	White.	33	35	53 37	6 12
Carlingford.	Haulbowline Rock.	2	Fixed.	- -	15	White.	101	111	54 1	6 6
Carlingford Lough.	Greenore Point.	1	Revolving.	Every 15 seconds.	8	White.	29	56	54 4 53	6 7 52
South Rock.*	South Rock.	1	Revolving.	Every minute and half.	12	White.	92	60	54 24	5 26
Copeland.*	Small Copeland Island.	1	Fixed.	- -	18	White.	151	52	54 42	5 32

IRISH LIGHT-HOUSES—*continued.*

Name of Light.	Place whereon Light-house stands.	Number of Lights.	Description of Light.	Time of Revolution or Flash.	Distance in Miles at which easily seen in clear Weather.	Colour of Light-house, or its Appearance by Day.	Height of Lantern above the Sea at High Water, in Feet.	Height of Building, in feet.	Position.	
									N. Latitude.	Longitude.
									° ′ ″	° ′ ″
Maidens.*	Maiden Rocks, north and south.	2	Fixed.	- -	14 19	White.	84 94	60 60	54 56	5 45 5 44
Innistrahul.*	Innistrahul Island.	1	Revolving.	Every 2 minutes.	18	White.	167	26	55 26	7 14
Lough Swilly.*	Pannet Point.	1	Fixed.	- -	14	White,	90	26	55 26 25	7 38 14
Tory Island.*	Tory Island, north point.	1	Fixed.	- -	16	Stone.	122	63	55 16 26	8 15
Arranmore.	North point of Arran Island.	1	Fixed.	- -	20	White.	209			
Killybegs.*	St. John's Point.	1	Fixed.	- -	14	White.	104	41	54 35	8 28
Eagle Island.*	Eagle Island.									
Innisgort.*	Innisgort (Clew Bay).	1	Fixed.	- -	10	White.	36	26	53 51	9 40
Clare Island.*	North point of Clare Island. (Clew Bay).	1	Fixed.	- -	25	White.	487	26	53 50	9 58
Sline Head.*	Sline Head Island.		- -	- -	- -	- -	- -	73		
Mutton Island.	Mutton Island, Galway Harbour.	1	Fixed.	- -	10	White.	35	26	53 16	9 2
Arran Island.	Summit of South Arran Island.	1	Revolving.	Every 5 minutes.	29	White.	498	37	53 7	9 40
Kilkadrean.	Kilkadrean Point, River Shannon.	1	Fixed.	- -	16	White.	133	26	52 35	9 40
Loophead.*	Loophead, N. side of the River Shannon.	1	Fixed.	- -	22	White.	269	49	52 37	9 55
Skellig.*	Skellig Rocks.	2	Fixed.	- -	25 18	White.	372 175	26 26	51 52	10 39

ISLE OF MAN LIGHT-HOUSES.

Point of Ayr.*	Point Ayr, Isle of Man.	1	Revolving.	Every 2 minutes.	15	Stone.	106	80	54 28	4 25
Calf of Man.*	S.W. side of Calf Island.	2	Revolving.	Every 2 minutes.	21	Stone.	396 308	50 33	54 3	4 49
Douglas Harbour.	North Pier Head.	1	Fixed.	- -	9	Buff.	56	27		

LISBON.—In return for the privilege conceded to the Portuguese under the Methuen treaty (*Dict.* p. 1177.), of admitting their wines to entry for consumption in Great Britain, at 2-3ds the duty charged on French wines, British woollens were admitted into Portugal at a duty of 15 per cent. This rate of duty was afterwards extended to all British articles; and, since 1782, it has been charged according to a tariff or valuation fixed that year. But, with the exception of goods from Brazil, all other foreign goods consumed in Portugal paid a duty of 30 per cent. These distinctions are now, however, at an end; the subjoined decree having fixed the duty on *all* goods admitted to consumption in Portugal, without regard to their origin, at 15 per cent. This regulation was a good deal complained of here, but without reason. Having judiciously equalised the duties on French and Portuguese wines, we had no right or title to expect that the Portuguese should continue to render us the stipulated equivalent of what we had ourselves withdrawn. In so far, too, as we are concerned, the change is not really of any material importance, and will not sensibly affect our trade with Portugal. We subjoin the decree referred to:—

I. All goods and merchandise, of whatever nature and origin, and under whatever flag they may be imported, are admitted into the Custom-house of Lisbon and Oporto, to be despatched for consumption.

Sect. 1. Live pigs, gunpowder, and foreign olive and turnip oil, are excepted from the foregoing article.

Sect. 2. The importation of grain will be regulated by a special law; and in the mean time the existing dispositions thereunto relating will continue in force.

Sect. 3. Tobacco, soap, and orchilla weed, continue subject to the laws and conditions of the state contracts.

Sect. 4. Wine, vinegar, brandy, and other spirits of whatever quality they may be, are only admitted in bottles or jars of half a *canada*, Lisbon measure, and in boxes containing 2 dozens of bottles each. Rum, however, is admitted in casks of any size.

II. Goods admitted to consumption by the present decree, if imported in Portuguese vessels from the country in which they are produced, or in ships of that country coming direct, will pay 15 per cent., levied upon the tariff valuation, and where there is no tariff, *ad valorem*. In the contrary case, will pay the duty hereby established increased by ⅓ of the same duty.

Sect. 4. Vinegar, wine, brandy, and all other spirits will pay 300 reis per bottle or jar. The decree of the 7th of December, 1825, remains in full force as regards rum, whatever place it comes from. The goods comprehended in this paragraph remain subject to the clauses of the preceding article, as far as they are applicable.

Palace of Necessidades, 18th of April, 1834.

MAHOGANY.—The duty on foreign mahogany has been reduced to 5*l.* per ton.—(6 & 7 Will. 4. cap. 60.)

MANILLA. The following statement of the shipping which entered and sailed from the port of Manilla in 1835, and the value of their cargoes, is derived from an official table published at that city.

Statement of the vessels, national and foreign, with the value of their cargoes, which entered and sailed from the port of Manilla, from the 1st of January to the 31st of December 1835.

ENTERED.

Spanish.—From Macao, 55; Cadiz, 2; Palawan, 1; Singapore, 9; Solo, 6; New Holland, 4; Ternate, 1; Provinces, 61 - - - - - 136

Value of cargoes of the above - - *Dol.* 984,822
Amount of specie imported - - 51,084

FOREIGN.

American.—From Payta, 1; China, 55; Pecjest, 5; Boston, 5; Batavia, 8; New York, 3; Amoy, 1; Sumatra, 3; Philadelphia, 1; - - - 82

English.—From Liverpool, 2; China, 17; San-Blas, 1; Greenock, 1; Batavia, 2; Borneo, 1; Singapore, 5; London, 2; Valparaiso, 1; Lombock, 1; Sydney, 7; - 58

French.—From Batavia, 1; China, 2; Sandwich Islands, 1; Havre, 1; Bordeaux, 1; - - - 6

Danish.—From Lintin, 4; *Solos*, (4 times); - - 8

Chinese Junks.—From Nankin, 3; Amoy, 1; Chinchew, 3; - - - - - 7

Dutch.—From Singapore, 1. *Swedish.*—From Montevideo and Rio Janeiro, 2. *Sandwich Isles.*—From Macao, 1. *Hamburgh.*—From Lintin, 2. *Cochin-Chinese.*—From Cochin-China, 1. *Portuguese.*—From Macao, 1 - - - - 8

Total vessels - 121

Value of cargoes imported - - *Dol.* 915,575
Amount of specie do. - - - 1,227,228

SAILED.

Spanish.—To Macao, 52; Singapore, 9; Ternate, 1; Cadiz, 4; New Holland, 1; Solo, 5; from the Provinces to Macao, 31 - - - - - 103

Total value of cargoes exported - *Sp. Dol.* 833,518
Amount of specie, do. (only to Cadiz) - 405,252

Value of rice and paddy exported from Manilla and the Provinces - - *Dol.* 531,729
Raw Hemp 594 piculs - - - 2,970
Tobacco, (from government manufactory,) 5,654 arrobas - - - 109,492

FOREIGN.

American.—To Cowes, 6; Boston, 16; China, 15; Batavia, 4; Pacjest, 2; New York, 2 - - - 58

English.—To London, 11; China, 12; Singapore, 7; Liverpool, 5; New Holland, 1; Batavia, 1; Bombay, 2; San Blas, 1 - - - - 40

French.—To Batavia, 1; Havre, 2; Bourbon, 1; China, 1 - - - - - 5

Danish.—To Macao, 4; *Solos* (4 times,) - - 4

Chinese Junks.—To Nankin, 5; Chinchew, 3; Amoy, 1; - - - - - 9

Belgium.—To Antwerp - - - 2

Dutch.—To Singapore, 1. *Sandwich Islands.*—To China, 1. *Swedish.*—To Batavia, 1; Boston, 1. *Hamburgh.*—To China, 2. *Cochin-Chinese.*—To Cochin-China, 1 - - - - - 7

Total Vessels, - 123

Total value of cargoes exported - *Dol.* 1,737,061
Amount of specie exported - - 6,110
Raw hemp exported, piculs 42,081 - 210,405
Tobacco, from Government Manufactory, 5,574 arrobas - - - 64,532

Amount of duties paid at the Custom-house during the year 1835.

Royal customs - -	*Dol.* 171,556	0 6
Tonnage - - -	10,930	7 3
Average - - -	62,084	6 10
Rempaso - - -	46,147	0 1
Subvention - - -	68,075	7 5
Entrepot - - -	9,608	5 3
Weighing - - -	1,721	5 10
License on coasting craft	7,776	0 0
Total *Dol.*	376,961	1 4

MONTEVIDEO, a sea-port, and the capital of the republic of Uruguay, on the north bank of the Rio de la Plata, lat. 34° 54′ 11″ S., long. 56° 13′ 18″ W. Population variously estimated; but is probably about 12,000. The town is built in the form of an amphitheatre, on a regular plan, and is well fortified. It has suffered much from the various revolutions to which it has been subject during the last 30 years.

Montevideo is situated 2° 3′ 33″ W. of Cape St. Mary, the nothern limit of the embouchure of the La Plata. Vessels from the north bound to Montevideo generally make this cape, entering the river between it and the small island of Lobos, in from 14 to 17 fathoms. The course is thence nearly W. to the Isle of Flores, on which is a lighthouse 112 feet above the level of the sea, with a revolving light. From Flores to Montevideo is 16 miles in a direct line, and the course W. by S. by compass. A light-house, 475 feet above the level of the sea, has been erected on the summit of the Montevideo, whence the town has its name. The latter is built on a projecting tongue of land, the port being on its S. side. This, which is the best on the La Plata, is a large circular basin open to the S. W.; generally the water is shallow, not exceeding from 14 to 19 feet, but the bottom being soft mud, vessels are seldom damaged by grounding. It should, however, be observed that the depth of water in the harbour, as well as throughout the whole of the Rio de la Plata, depends very much on the direction and strength of the winds. The S. W. wind, called *pamperos*, blows right into the bay of Montevideo with much force, not unfrequently causing a rise of a fathom or more in the depth of water! But it rarely occasions much damage to vessels properly moored with anchors to the S. W., S. E., and one to the N.—(*Blunt's American Pilot*, pp. 542—555.; *Coulier sur les Phares*, &c.)

Montevideo has a considerable commerce. The great articles of export consist of animal products, or of hides, pork and beef, tallow, bones, grease, wool, &c. The imports principally consist of British cottons, woollens, and hardware, flour, wine and spirits, linens, sugar, tobacco, boots and shoes, salt, &c. The following tables give a view of the trade and navigation of Montevideo in 1834 and 1835.

Imports.—The entire value of the different articles imported into Montevideo, in 1835, were estimated at 3,695,409 dollars. The quantities and value of some of the principal articles were as follow:—

			Value.
			Dollars.
Flour	18,691 barrels		108,440
Rice	28,490 arrobas		31,548
Farina	35,933 —		29,000
Sugar	93,674 —		107,365
Brandy	6544 pipes, 7 barrels, 206 boxes		65,795
Cana	1,516 — 177 — 259 baskets		83,219
		Dollars.	
Wine, red	5,050) pipes, 1,629 boxes,	180,520	
white	766 pipes, 268 — 75 baskets, 72 dozen barrels	41,243	
			221,763
Matte*	42,767 arrobes		99,867
Salt	Cadiz and Cape Verd 98,157, other places	*Fanegas* 7,868	54,678
Tobacco	Brazil 14,064 arrobas, Paraguay 1,456, North America	2,420	131,084
Baize	178,864 yards and 151 pieces pellon		112,150
Boots and shoes		value	78,009
Clogs	77,559 dozen		66,503
English goods from the wreck of the "Cara"			75,136
Silk stuffs	7,874 varas, 8,250 yards, 25 pieces		57,136
Grey domestics	20,434 pieces, 5,850 varas		50,931
Ginghams	156,032 yards		23,989
Stockings	12,680 dozen cotton, 1,307 dozen silk, 650 dozen woollen		44,170
Shirtings	12,402 pieces		34,096
Handkerchiefs, shawls			107,095
Cloth	29,050 yards		176,525
Prints	32,026 pieces		7,030
Tiles	391,500		110,569
Iron	4,159 quintals		13,750
Hardware			12,533
Timber	55,029 Brazil, 29,339 North America, 11,824 other places		99,192
Furniture	12,788 France, 37,005 — 15,518 —		65,309

* Paraguay tea.

Account of the Quantities of the principal Articles exported from Montevideo in 1835.

	Ox and Cow Hides.	Horse Hides.	Horns.	Hair.	Wool.	Tallow.	Beef.	Grease.	Sheep Skins.	Nutria Skins.
				Arrobas.	*Arrobas.*	*Arrobas.*	*Qtls.*	*Arrobas.*	*Dozen.*	*Dozen.*
January	58,612	3,120	56,070	1,644	4,280	6,615	21,980	-	1,768	100
February	4,332	2,400	16,000	768	-	3,040	15,613	110		
March	26,591	2,850	37,320	96	7,770	4,227	29,740	1,266	594	40
April	35,361	1,540	24,100	1,900	2,376	7,285	14,618	1,243	30	
May	27,597	6,586	20,766	918	1,890	200	18,804	30	-	45
June	42,370	800	18,588	1,080	1,100	600	20,199	1,830	2,400	
July	64,088	7,502	64,301	2,156	3,070	4,923	19,872	-	1,560	607
August	41,910	11,544	36,028	3,088	2,750	2,083	5,735	-	2,458	78
September	51,180	4,074	19,088	960	2,710	1,478	6,800	1,860	2,300	
October	58,141	7,123	39,280	1,366	200	560	13,060	-	460	901
November	19,744	1,001	15,078	1,392	150	455	13,230	-	750	185
December	26,157	10,030	47,892	2,872	7,800	760	24,891	400	2,650	3,173
	420,000	58,122	549,588	17,070	33,896	32,710	198,774	6,741	14,947	5,137

A Statement of the Number of Vessels, with their Tonnage and Crews, and the Total Invoice Value of their Cargoes; distinguishing the Countries to which they belonged, which arrived at and departed from the Port of Montevideo in 1834.

Countries.	Arrived.				Departed.			
	Vessels.			Invoice Value of Cargoes.	Vessels.			Invoice Value of Cargoes.
	No.	Tons.	Crews.		No.	Tons.	Crews.	
Great Britain	65	13,339	664	*L.* 558,962	64	11,916	645	*L.* 515,925
France	31	7,135	435		23	6,390	394	
United States	49	12,859	611		57	11,077	533	
Brazil	38	4,842	423		39	4,886	482	
All other nations	No return of Shipping made.							

DUTIES ON IMPORTS,

In National or Foreign Vessels, at Montevideo.

1. Machinery, agricultural implements, instruments used in the arts and sciences, books, prints, and maps - free.
2. Silk, raw and wrought, laces, blonde, gold and silver embroidery, watches, jewellery, saltpetre, plaster of Paris, coal, timber, cotton fringe, and wooden hoops - 5 per cent.
3. Powder, pitch, tar, resin, and naval stores - 15 —
4. All raw materials, and manufactured articles, not included in the preceding enumeration, 15 —
5. Sugar, Paraguay and China teas, cocoa, cassia lignea and cinnamon, spices, drugs, and provisions in general - 20 —
6. Furniture, pictures, looking glasses, musical instruments, all sorts of carriages, carts, &c., and harness, saddles, horse's furniture (excepting horse clothes of the manufacture of the adjacent provinces, which pay 15 per cent.), ready made clothes, boots and shoes, liqueurs, brandy, wine, vinegar, ale and porter, cyder, tobacco, and soap - 25 —
7. Salt, 2 reals the fanega, say 1 *l.d.* per 220 lbs.
Hides of all classes, hair, horns, tallow, silver and gold, in bullion or coin - free.

A small charge is made for warehousing and porterage on passing through the Custom-house. Goods may be bonded for an indefinite period, during which time they are subject to a moderate warehouse rent.

Foreign flour pays as follows:—
8 dollars per barrel, when wheat is worth 2 to 3 dollars per fanega, about 224 lbs.
6 dollars per barrel, when wheat is worth 3 to 5 dollars per fanega.
4 dollars, when wheat is worth 5 to 7 dollars.
2 dollars, when wheat is worth 7 to 9 dollars.
1 dollar, when wheat exceeds 9 dollars.

Wheat:—
5 dollars per fanega, when wheat is worth 2 to 3 dollars per fanega.
2 dollars, when wheat is worth 3 to 6 dollars.
1 dollar, when wheat is worth 6 to 10 dollars.
Nothing, when wheat is worth above 10 dollars per fanega.
Goods transhipped, or shipped out of bond, pay 2 per cent.
Foreign goods, shipped in vessels of less than 150 tons burthen, for ports of the Uruguay and Paraguay, pay only 1 per cent.

8. All goods imported, paying duties, are subject to pay an additional 1 per cent. to the consulado; ½ per cent. to the hospital; and, for the extinction of copper money*, 1 per cent. additional on all goods that pay 5 per cent.
On all goods that pay 15, 16, and 20 per cent. - 5 —
On all goods that pay 25 per cent. - - 6 —
On flour - - - - 10 —
On wheat - - - - 3 —

* This has, much to the honour of the authorities and people, been already accomplished; but the duty is maintained for general purposes.

DUTIES ON EXPORTS,

In National or Foreign Vessels.

Ox and cow hides, 2 reals 25 centesimos, for reconnidor, valuations of 1 dollar, and 1 per cent. consulado.
Horse hides, 1 real for reconnidor, on valuations of 5 rials for reconnidor each, and 1 per cent. consulado.
All other produce of the country pays 4 per cent. on the market value, and 1 per cent. consulado.
Jerked and salt beef, pork, &c.; also all foreign goods that have paid the import duty, free.
Gold and silver, coined or in bullion, 1 per cent.

	Vessels.	
	Foreign.	*National.*
Port Charges.—Tonnage from beyond sea, 3 reals	2 reals.	
During loading and unloading both classes pay 1 dollar per day.		
Pratique, with pilot -	8 dollars.	4 dollars.
Boat - -	2 —	2 —
Without pilot - -	2 —	2 —

National and foreign vessels, that neither discharge nor load cargo, and that do not remain more than six days, pay nothing; those that remain in the harbour more than six days pay one third of the above tonnage dues.

National vessels, and vessels belonging to the provinces of Buenos Ayres, employed within the river Plate, called coasting, pay for a licence for each voyage as follows:—

If 3 to 7 tons,		4 reals.		
8 — 25 —		10 —	or 1 dollar,	2 cents.
16 — 30 —		18 —	or 2 —	2 —
31 — 45 —		26 —	or 3 —	2 —
46 — 60 —		30 —	or 5 —	6 —
61 — 80 —		38 —	or 4 —	6 —
81 — 100 —		46 —	or 5 —	6 —
101 and above		54 —	or 6 —	6 —

Hospital Dues.—National and foreign vessels, sailing for a foreign port beyond sea or in the river Plate, pay 2 dollars for the vessel, 4 reals for the captain, 2 reals for each seaman, 1 dollar for each passenger.

Pilotage from Montevideo to Buenos Ayres to be paid in Montevideo.

If the draught of water do not exceed	
9 feet Burgos measure,	56 dollars.
9 to 10 feet,	60 —
10 — 11 —	70 —
11 — 12 —	80 —
12 — 13 —	100 —
13 — 14 —	120 —
14 — 15 —	140 —
15 — 16 —	160 —
16 — 17 —	190 —
17 — 18 —	220 —

Monies, Weights, and Measures.—Paper money there is none.
Current money the Brazilian patacon and Spanish dollar; they pass for 960 centesimos.
100 cents make a real.
800 cents, or 8 reals, make a dollar.
960 cents, or 9 reals 60 cents, make 1¼ current dollar, or 1 hard dollar or patacon.
Weights and measures same as those of Spain; for which see CADIZ, in the *Dict.*

We are indebted for the above valuable information to John Hall, Esq. Vice-Consul at Liverpool for the republic of Uruguay.

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NAPLES.

A Statement of the Number and Tonnage of British Vessels which entered and cleared from the Port of Naples; distinguishing the Nature of their Cargoes, and the Trade with each Country, in the Year 1835. (*Consular Return.*)

Countries.	Entered.			Cleared.		
	Vessels.	Tonnage.	Nature of Cargoes.	Vessels.	Tonnage.	Nature of Cargoes.
England	53	10,281	17 with fish, 14 iron, 3 coals, 19 general.	9	900	General.
Scotland	4	635	Coals.			
Newfoundland	16	2,419	Codfish.			
Malta	3	532	1 in ballast, 1 coals, 1 wool and leather	2	418	Grain.
Sicily	2	159	1 sulphur, 1 general			
				71	9,545	37 in ballast, 29 part of general cargoes, 3 coals, 1 fish.
Leghorn	2	519	1 coals, 1 herrings			
Spain	2	520	Codfish	1	128	In ballast.
Gallipoli				4	711	Ditto.
Gibraltar				8	940	4 ditto, 4 part of cargoes.
France				2	274	1 ditto, 1 Indian corn.
				1	167	General and ballast.
Totals	112	14,865		98	13,083	

A Statement of the Number, Tonnage, and Crews of British and Foreign Vessels, distinguishing the Countries to which they belonged, which entered and cleared from the Port of Naples in the Year 1835.

Flags.	Naples.					
	Entered.			Cleared.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British	112	14,865	887	98	13,083	770
French	53	6,990	477	53	6,990	477
Sardinian	28	3,660	224	28	3,660	224
Austrian	6	747	50	6	347	50
Tuscan	6	718	48	6	718	48
Russian	17	522	68	17	522	68
Roman	5	378	27	5	378	27
American	1	83	6	1	83	5
	1	210	16	1	210	16
	227	27,773	1,782	215	25,961	1,665

NAUPLIA. (See GREECE.)

NEWSPAPERS.

—An important alteration has been made in the course of the present year in the duties on, and in the regulations relating to, newspapers. The act 6 & 7 Will. 4. cap. 76. has repealed the former duty on newspaper stamps (*Dictionary*, p. 827.), and has imposed in its stead the duties specified in the following schedule: —

	L. s. d.
For every sheet or other piece of paper whereon any newspaper shall be printed	0 0 1
And where such sheet or piece of paper shall contain on one side thereof, a superficies, exclusive of the margin of the letter-press, exceeding 1,530 inches, and not exceeding 2,295 inches, the additional duty of	0 0 0½
And where the same shall contain on one side thereof a superficies, exclusive of the margin of the letter-press, exceeding 2,295 inches the additional duty of	0 0 1
Provided always, that any sheet or piece of paper containing on one side thereof a superficies, exclusive of the margin of the letter-press, not exceeding 765 inches, which shall be published with, and as a supplement to, any newspaper chargeable with any of the duties aforesaid, shall be chargeable only with the duty of	0 0 0½

And the following shall be deemed and taken to be newspapers chargeable with the said duties; viz.

Any paper containing public news, intelligence, or occurrences printed in any part of the United Kingdom to be dispersed and made public;

Also any paper printed in any part of the United Kingdom weekly or oftener, or at intervals not exceeding 26 days, containing only or principally advertisements;

And also any paper containing any public news, intelligence, or occurrences, or any remarks or observations thereon, printed in any part of the United Kingdom for sale, and published periodically or in parts or numbers at intervals not exceeding 26 days between the publication of any 2 such papers, parts, or numbers, where any of the said papers, parts, or numbers respectively shall not exceed 2 sheets of the dimensions hereinafter specified (exclusive of any cover or blank leaf, or any other leaf upon which any advertisement or other notice shall be printed), or shall be published for sale for a less sum than 6*d.*, exclusive of the duty by this act imposed thereon: provided always, that no quantity of paper less than a quantity equal to 21 inches in length and 17 inches in breadth, in whatever way or form the same may be made or may be divided into leaves, or in whatever way the same may be printed, shall, with reference to any such paper, part, or number as aforesaid, be deemed or taken to be a sheet of paper;

And provided also, that any of the several papers hereinbefore described shall be liable to the duties by this act imposed thereon, in whatever way or form the same may be printed or folded, or divided into leaves or stitched, and whether the same shall be folded, divided, or stitched, or not:

Exemptions. — Any paper called "Police Gazette, or Hue and Cry," published in Great Britain by authority of the Secretary of State, or in Ireland by the authority of the Lord Lieutenant.

Daily accounts or bills of goods imported and exported, or warrants or certificates for the delivery of goods, and the weekly bills of mortality; and also papers containing any list of prices current, or of the state of the markets, or any account of the arrival, sailing, or other circumstances relating to merchant ships or vessels, or any other matter wholly of a commercial nature; provided such bills, lists, or accounts do not contain any other matter than what hath been usually comprised therein.

Regulations, &c. — A discount of 25 per cent. is to be allowed on the above duties on newspapers printed in Ireland, § 2.

In order to prevent fraud in the returns as to newspapers, it is enacted, that, from the 31st of December, 1836, a separate or distinctive stamp or die shall be used for each newspaper, § 3.

No person is to print or publish a newspaper until after a declaration has been made and lodged at the Stamp-Office, containing certain particulars (specified in the act), as to the names and addresses of the printer, and certain of the proprietors of such paper, &c., under a penalty of 50*l.* Persons wilfully making a false or defective declaration are, upon conviction, to be deemed guilty of a misdemeanour, §§ 6, 7.

There are a number of regulations intended to provide for the discovery and liability of the printer and proprietors, the security of the duties, and the prevention of the sale of unstamped papers. A penalty of 20*l.* is imposed on any person printing, publishing, selling, &c., newspapers not duly stamped; and it is declared to be lawful for any officer of stamps, or any person authorised by the commissioners in that behalf, to seize any such offender, and take him before any justice having jurisdiction where the offence is committed, who shall summarily determine the matter, and upon conviction and default of payment, shall commit such offender to prison for some term not exceeding 3, nor less than 1, calendar month, § 17.

Penalty for sending abroad newspapers not duly stamped, 50*l.* § 18.

Justices may grant warrants to search for unstamped newspapers, and to seize presses, &c. used in printing the same; and on refusal of admittance, officers may break open doors, &c. Persons resisting officers liable to a penalty of 20*l.* §§ 22, 23.

Influence of the Reduction of the Duty. — The duty which formerly amounted, deducting the discount, to 3½*d.* (*Dictionary*, p. 828.), being now reduced to 1*d.*, the price of the great majority of the London newspapers has been reduced from 7*d.* to 5*d.* Provincial papers, which are got up at comparatively little expense, are now sold generally at 4½*d.* or 4*d.*; and this, also, is the case with one or two of the metropolitan journals. The newsman's profit on selling a quire, or 27 papers, at 7*d.*, used to be 2*s.* 9*d.*: it is now on the 5*d.* papers, 2*s.* 3*d.*

The reduction of the price has occasioned a considerable increase in the demand for the old or established papers; and a considerable number of new weekly papers have also started into existence since the reduction of the duty in the metropolis, and throughout the country. Hitherto, however, no new daily paper has been established. The Tables in the *Dictionary*, article NEWSPAPERS, exhibit the circulation of each of the principal papers, and the total consumption of stamps, in each of the three years ending with 1835; and the will, consequently, serve as standards by which to measure the precise influence of the late change on the demand for papers.

If it were proper to reduce the duty, and to preserve it at a uniform level, the new arrangements are, perhaps, as unexceptionable as any that could be devised. But we are not sure that the better way would not have been to have assessed the duty on an *ad valorem* principle, making it, in all cases, a certain aliquot part of the price.

OLIVE OIL. — In consequence of petitions and representations from the woollen manufacturers, setting forth the serious injury they sustained from the oppressive duty of 8*l.* 8*s.* a tun laid on olive oil (*Dict.* p. 862.), it has been reduced 50 per cent., or to 4*l.* 4*s.* a tun. — (*4 & 5 Will.* 4. c. 89. § 15.) The reduction does not, however, extend to oil brought from Naples or Sicily; but his Majesty is empowered, if he see cause, to reduce the duty on such oil to 4*l.* 4*s.* a tun, by an order in council. This exception is understood to have been made in the view of facilitating the negotiations now in progress with the King of Naples for a reduction of the exorbitant duties laid on pilchards and other British articles imported into his dominions. It is to be hoped that these negotiations may be speedily brought to a satisfactory conclusion; for the largest portion by far of the olive oil made use of here being brought from Naples (Gallipoli, see *Dict.* p. 863.), the continuance of the high duties on it goes far to nullify the measure. Those who take into view the importance of olive oil in the arts, particularly in the woollen manufacture, and are aware that the revenue derived from it has not exceeded 50,000*l.* a year, will probably join with us in opinion, that the duty should either be repealed, or reduced to, at most, 2*l.* 2*s.* a tun.

OPIUM.

Account of the Quantity and Value of the different Sorts of Indian Opium imported into China during the Nine Years ending with 1835-36.

	Patna.		Benares.		Malwa.		Total.	
	Chests.	Value.	Chests.	Value.	Chests.	Value.	Chests.	Value.
		Dollars.		*Dollars.*		*Dollars.*		*Dollars.*
Season 1827-28 -	4,006	4,010,550	1,128	1,105,805	4,401	5,299,980	9,535	10,425,075
— 1828-29 -	4,831	4,574,650	1,430	1,029,385	7,171	10,928,880	13,432	16,532,915
— 1829-30 -	5,564	4,820,448	1,579	1,272,429	6,852	7,964,580	14,000	14,057,457
— 1830-31 -	5,063	4,454,809	1,575	1,535,385	12,100	7,114,059	18,760	13,904,253
— 1831-32 -	4,442	4,231,815	1,518	1,448,194	8,265	5,818,574	14,225	11,500,584
— 1832-33 -	6,410	5,118,136	1,880	1,453,303	16,4054	6,781,700	23,6031	13,353,139
— 1833-34 -	7,893	5,920,175	1,542	1,066,459	11,715	7,916,971	21,150	14,903,605
— 1834-35 -	7,558	4,508,945	1,427	1,427,604	9,582	5,902,950	20,088	11,788,779
— 1835-36 -	9,011	6,713,195	2,049	1,407,510	15,002	8,986,198	26,018	17,106,903

PAPER. — In the edition of this Supplement issued in October, 1835, we stated, "The Commissioners of Excise Inquiry have made a very important suggestion with respect to the duty on paper. They recommend that the existing distinction between first class and second class paper should be put an end to; and that a duty of 1½*d.* per lb. be charged indiscriminately on all descriptions of paper. Were this recommendation adopted, *a half* would be deducted from the duty now charged on all paper used for writing and printing; and the manufacturer of inferior or wrapping paper, would be allowed to make use of whatever materials he pleased. This judicious suggestion will, no doubt, be adopted. The stimulus to consumption that would be given by the fall in the price of paper consequent to a reduction of this sort, makes it abundantly certain that the revenue would lose little or nothing by the change; at the same time that the manufacturer would be relieved from several vexatious regulations, and that the gross injustice inflicted on authors and publishers by the paper duties (see *Dict.* p. 143.) would be materially mitigated. To suppose that, under such circumstances, the duty should not be reduced, would be to suppose that government was not anxious to en-

courage, but to discourage, the manufacture; and that it preferred dealing unjustly by authors and publishers! — (See 14*th Report of Commissioners of Excise Inquiry.*)

We are glad to be able so say, that we have not been disappointed in this anticipation. The duty on all writing and printing paper has been reduced a half, or from 3*d.* to 1½*d* per lb., which is now the rate charged on all paper, millboard, pasteboard, &c. The oppressive duty of 1¾*d.* the square yard, charged on paper when printed or stained, over and above the ordinary duty on such paper, has been wholly repealed. The effect of this wise and judicious measure, in reducing the price of paper used in printing, has already been very sensibly felt. The abolition of the discriminating duty on stained or printed paper promises, also, to be of very material importance. The reduction of price it has occasioned, has enabled a much larger class of persons to get their apartments papered; and it will in this way be productive, not only of a great additional demand for paper, but of a great increase of comfort and cleanliness.

PATENTS. — The reader will find in the article PATENTS, in the *Dictionary*, some remarks on the grounds on which they are granted, and on the difficulty of legislating on the subject. The object in giving a patent is twofold. In the first place, it is intended to stimulate and reward invention; and, in the second place, it is intended to prevent an invention from being lost, by obliging the inventor, when he takes out a patent, to describe it accurately. The difficulty in legislating on the subject is to hinder real *bonâ fide* inventors from being harassed by unfounded actions, and at the same time to prevent quacks and pretenders from appropriating discoveries already made, to the injury of the public. To be useful, any law on such a subject must be drawn up with great care and circumspection. But such certainly has not been the case with the act as to patents (5 & 6 Will. 4. c. 77.), passed in 1835, of which a copious abstract is subjoined. It is altogether one of the crudest and most bungling attempts at legislation that has ever come under our notice. It gives to the patentee a right to make constant alterations in his specification; so that it will be next to impossible to learn from it what the invention really is for which the patent is granted. Under the old law, a patentee, who made any material improvements on his invention, was entitled to get a new patent for the improvements, so that no injury was done him by obliging him to make his specification quite accurate, at the same time that the public interests were secured. But every one naturally wishes to conceal his inventions; and, instead of counteracting this principle, the new law really offers a bonus on inaccurate specifications, by enabling the patentee to disclaim some parts and to amend others; and he may do this over and over again, provided he obtain leave from the attorney or solicitor general, to whose "good pleasure" the most important interests would thus seem to be left! It is not easy to imagine any thing more absurd. But we have little doubt, that the inconveniences that will result from it will lead to its speedy repeal or amendment. Some of the other clauses seem also to be highly questionable.

Any Person having obtained Letters Patent for any Invention may enter a Disclaimer. — Any person who hath obtained or shall hereafter obtain letters patent, for the sole making, exercising, &c. of any invention, may, if he think fit, enter with the clerk of the patents of England, Scotland, or Ireland, respectively, as the case may be, having first obtained the leave of the attorney-general or solicitor-general in case of an English patent, of the lord advocate or solicitor-general of Scotland in the case of a Scotch patent, or of the attorney-general or solicitor-general for Ireland in the case of an Irish patent, a disclaimer of any part of either the title of the invention or of the specification, stating the reason for such disclaimer, or may, with such leave as aforesaid, enter a memorandum of any alteration in the said title or specification, not being such disclaimer or such alteration as shall extend the exclusive right granted by the said letters patent; and such disclaimer or memorandum of alteration, being filed by the said clerk of the patents, and enrolled with the specification, shall be taken to be part of such letters patent or such specification in all courts whatever: provided that any person may enter a caveat, as caveats are now entered, against such disclaimer or alteration; which caveat shall give the party entering a right to have notice of the application being heard by the attorney-general or solicitor-general or lord advocate respectively: provided also, that no such disclaimer or alteration shall be receivable in evidence in any action or suit (except in any proceeding by scire facias) pending at the time when it was enrolled, but in every such action or suit the original title and specification alone shall be given in evidence, and taken to be the title and specification of the invention for which the letters patent have been granted: provided also, that it shall be lawful for the attorney-general or solicitor-general or lord advocate, before granting such fiat, to require the party applying for the same to advertise his disclaimer or alteration, as to the said attorney-general, &c. shall seem right, and shall, if he require such advertisement, certify in his fiat that the same has been duly made. — § 1.

Mode of Proceeding where Patentee is proved not to be the real Inventor. — If in any suit or action it shall be proved or found by the verdict of a jury that a person who has obtained letters patent for any invention or supposed invention was not the first inventor thereof, or of some part thereof, by reason of some other person or persons having invented or used the same, or some part thereof, before the date of such letters patent, or if such patentee or his assigns shall discover that some other person had, unknown to such patentee, invented or used the same, or some part thereof, before the date of such letters patent, it shall be lawful for such patentee or his assigns to petition H. M. in council to confirm the said letters patent or to grant new letters patent, the matter of which petition shall be heard before the judicial committee of the privy council: and such committee, upon examining the said matter, and being satisfied that such patentee believed himself to be the first and original inventor, and being satisfied that such invention or part thereof had not been publicly and generally used before the date of such first letters patent, may report to H. M. their opinion that the prayer of such petition ought to be complied with, whereupon H. M. may, if he think fit, grant such prayer; and the said letters patent shall be available to give to such petitioner the sole right of using, making, and vending such invention; pro-

vided, that any person opposing such petition shall be entitled to be heard before the said judicial committee: provided also, that any person, party to any former suit or action touching such first letters patent, shall be entitled to have notice of such petition before presenting the same.—§ 2.

If in any Action or Suit a Verdict pass for the Patentee, the Judge may certify, &c.—If any action at law or suit in equity shall be brought in respect of any alleged infringement of such letters patent heretofore or hereafter granted, or any scire facias to repeal such letters patent, and if a verdict pass for the patentee, or if a final decree or order be made for him, upon the merits of the suit, it shall be lawful for the judge who tried such action to certify on the record, or the judge who shall make such order to give a certificate under his hand, that the validity of the patent came in question before him, which record or certificate being given in evidence in any other suit or action touching such patent, if a verdict pass, or order be made, in favour of such patentee, he shall receive treble costs in such suit or action, to be taxed at three times the taxed costs, unless the judge making such second or other order, or trying such second or other action, certify that he ought not to have treble costs.—§ 3.

Mode of Proceeding in case of Application for the Prolongation of the Term.—If any person who hath or shall hereafter obtain letters patent shall advertise in the London Gazette 3 times, and in 3 London papers, and 3 times in some country paper published in the town where or near to which he carried on any manufacture of any thing made according to his specification, or near to or in which he resides in case he carried on no such manufacture, or published in the county where he carries on such manufacture or where he lives in case there shall not be any paper published in such town, that he intends to apply to H. M. in council for a prolongation of his term of sole using and vending his invention, and shall petition H. M. in council to that effect, it shall be lawful for any person to enter a cavent at the council office; and if H. M. refer such petition to the judicial committee of the privy council, and notice shall first be by him given to any person who has entered such caveats, the petitioner shall be heard by his counsel and witnesses to prove his case, and the persons entering caveats shall likewise be heard by their counsel and witnesses; whereupon the judicial committee may report to H. M. that a further extension of the term in the said letters patent should be granted, not exceeding 7 years; and H. M. is hereby authorised and empowered, if he think fit, to grant new letters patent for the said invention for a term not exceeding 7 years after the expiration of the first term: provided that no such extension shall be granted if the application by petition be not made and prosecuted with effect before the expiration of the original term in such letters patent.—§ 4.

In case of Action, &c. Notice to be given.—In any action brought for infringing any letters patent, the defendant on pleading thereto shall give to the plaintiff, and in any scire facias to repeal such letters patent the plaintiff shall file with his declaration a notice of any objections on which he means to rely at the trial of such action, and no objection shall be allowed to be made in behalf of such defendant or plaintiff at such trial, unless he prove the objections stated in such notice: provided always, that it shall be lawful for any judge at chambers, on summons served by such defendant or plaintiff on such plaintiff or defendant respectively to show cause why he should not be allowed to offer other objections whereof notice shall not have been given, to give leave to offer such objections, on such terms as to him shall seem fit.—§ 5.

Costs in Actions for infringing Letters Patent.—In any action brought for infringing any letters patent, in taxing the costs thereof regard shall be had to the part of such case proved at the trial, which shall be certified by the judge, and the costs of each part of the case shall be given according as either party has succeeded or failed therein, regard being had to the notice of objections, as well as the counts in the declaration, and without regard to the general result of the trial.—§ 6.

Penalty for using, unauthorised, the Name of a Patentee, &c.—If any person shall write, paint, or print, or mould, cast, or carve, or engrave or stamp, upon any thing made, used, or sold by him, for the sole making or selling of which he hath not obtained letters patent, the name or any imitation of the name of any other person who hath obtained letters patent for the sole making and vending of such thing, without leave in writing of such patentee or his assigns, or if any person shall upon such thing, not having been purchased from the patentee or some person who purchased it from him, or not having the licence in writing of such patentee or his assigns, write, paint, or otherwise mark the word "patent," the words "letters patent," or the words "by the king's patent," or any words of the like kind, meaning, or import, with a view of imitating or counterfeiting the stamp mark or other device of the patentee, he shall for every such offence be liable to a penalty of 50*l.*, to be recovered by action of debt, bill, &c. in any court of record at Westminster or in Ireland, or in the court of session in Scotland, one half to H. M. and the other to any person who shall sue for the same: provided, that nothing herein contained shall be construed to extend to subject any person to any penalty in respect of stamping or in any way marking the word "patent" upon any thing made, for the sole making or vending of which a patent before obtained has expired.—§ 7.

PATRAS. (See GREECE.)

PEPPER.—The duty on pepper has been reduced from 1*s.* to 6*d.* per lb.; a reduction that will doubtless lead to a very material increase of consumption.—(6 & 7 Will. 4. cap. 60.)

PETERSBURGH.

Account of the Quantity and Value of the different Articles of Russian Produce, shipped at Petersburgh for Great Britain, during each of the Five Years ending with 1835.—(*Parl. Paper*, No. 587. Sess. 1836.)

Articles.	1831.		1832.		1833.		1834.		1835.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Poods.	*Roubles.*	*Poods.*	*Roubles.*	*Poods.*	*Roubles.*	*Poods.*	*Roubles.*	*Poods.*	*Roubles.*
Tallow -	3,009,166	33,100,826	3,226,547	35,933,117	3,656,849	40,225,539	3,339,536	37,854,896	2,380,089	26,180,979
Hemp -	1,175,438	7,050,828	1,157,469	6,944,814	1,293,886	7,775,316	1,248,111	7,492,666	1,319,451	7,916,706
Flax -	341,343	3,015,439	499,541	4,995,410	341,182	3,411,820	341,102	3,414,020	210,131	2,101,310
Potashes -	143,720	1,149,760	10,901	81,008	19,561	156,488	21,821	172,968	19,787	148,403
Bristles -	66,156	4,497,840	55,827	2,706,160	44,407	3,552,560	37,077	2,965,160	38,180	2,674,460
Isinglass -	4,654	1,628,900	4,874	1,705,900	4,330	1,515,500	2,504	876,400	4,181	1,463,350
Hides -	86,115	1,291,725	100,552	1,508,280	90,829	1,362,435	104,093	2,994,895	102,252	1,534,780
Wools -	5,999	177,870	14,544	430,340	35,304	998,120	29,873	896,190	28,366	863,980
Iron -	368,071	1,840,355	350,679	1,753,395	264,155	1,320,775	111,141	555,705	216,326	1,081,630
Linseed -	960,934	6,028,020	422,625	3,678,750	125,183	3,765,490	108,705	3,261,150	139,057	4,171,710
Isathwood -	Chets. 159,833	114,971	606,034	154,521	449,325	112,331	408,775	130,194	475,100	118,275
Deals -	Pieces. 2,055,531	2,395,531	1,906,011	1,906,011	2,175,052	2,175,052	2,457,938	2,457,938	2,049,567	2,049,567
Total value		93,444,866		61,798,766		66,432,026		69,953,182		60,174,084
Or in sterling -	*L.*	8,714,586		2,685,533		2,888,349		2,736,225		3,781,183

Laws as to Ships' Stores and Provisions in Petersburgh and other Russian Ports.—Much inconvenience having arisen to shipmasters in Russian ports, from their not attending to the following regulations as to stores, &c., they are subjoined for their information:—

Shipmasters arriving in ports of the Baltic from beyond the Sound, or in the ports of the Black and Azoff Seas from beyond the Dardanelles, are allowed to pass for the use of their crews for each man of the same, including the shipmaster—

Spirituous liquors, 2 ankers, 14 gallons; beer or porter, 3 gallons; wine, 1 gallon; coffee, 10 lbs. Russian weight; tea, 1½ lb. Russian weight; sugar, 40 lbs. Russian weight, 55 lbs. English.

Duty is to be paid on any overplus found on board the vessels, if such goods be admitted to duty. Note.—If the overplus be entered, it is not confiscated; if not, it is confiscated, and a fine levied of *five times the duty on admissible goods, and twice the sale value on prohibited goods.*

POST-OFFICE.—*Transmission of Newspapers by Post.*—The reader will find under the article Post-Office, in this impression of the *Dictionary*, a full account of the law as it now (December, 1836) stands as to the transmission of newspapers and letters by post, with the rates of charge on the same, &c. We subjoin the following official abridgment of the late act, 6 & 7 Will. 4. cap. 54., relating to the transmission of newspapers by post, for the information of those who may possess copies of the former impressions of the *Dictionary*.

United Kingdom.—Printed newspapers liable to the stamp duty and duly stamped, which have passed or which are to pass by the general post within the United Kingdom, will be delivered free of all charge, being no longer subject to penny or twopenny post rates as heretofore.

Newspapers not having passed or to pass through the general post, but which are put into and delivered through the penny or twopenny post of any city, town, or place, will be charged 1d. on each delivery.

British Colonies and Possessions.—Printed newspapers, duly stamped, addressed to any of his Majesty's colonies and possessions beyond seas (sent by his Majesty's packets), will be forwarded free of charge; if to be sent by private ships, a postage of 1d. each must be paid on putting them into a post-office.

Newspapers sent to India, the Cape of Good Hope, New South Wales, &c., will no longer be charged by weight, but 1d. each.

Newspapers printed in the British colonies and possessions, brought to the United Kingdom by his Majesty's packets, will be delivered free of charge; if brought by private ships, they will be charged 1d. each on delivery.

Newspapers may be sent from one British colony to another, via the United Kingdom, by his Majesty's packets, free of postage.

Foreign Ports.—Printed newspapers, duly stamped, addressed to the undermentioned countries and places, may be forwarded by his Majesty's packets free of charge, viz.:—

France.	Buenos Ayres.
Hamburg.	Columbia.
Bremen.	Curaçoa.
Denmark.	Carthagena.
Greece.	Bogota.
Corfu and Ionian Islands.	Hayti, or St. Domingo.

If sent by private ships, 1d. each must be paid on putting them into a post-office.

Newspapers published in any of the afore-named countries and places, and brought by his Majesty's packets, will be delivered free of charge, except those from France, which are liable to 1d. each on delivery: if brought by private ships they will be charged 1d. each.

Printed newspapers, duly stamped, and sent by his Majesty's packets, or by private ships, to other foreign countries and places not enumerated in the preceding list, must be charged 2d. each when put into the post;—newspapers from such countries, brought into the United Kingdom by his Majesty's packets, or by private ships, will be charged 2d. each upon delivery.

Newspapers intended to be sent either to the British colonies and possessions, or to foreign parts, must be put into the post within 7 days after the day on which they were published; and foreign newspapers must be printed in the language of the country from which they have been forwarded. On failure of either of these provisions, they will be charged as letters.

If the person to whom a newspaper from the British colonies, or from foreign parts, is directed shall have removed from the place to which such newspaper shall be addressed prior to the delivery thereof at the place of its address, it may (provided it it has not been opened or used, but not otherwise,) be re-directed and forwarded to such person at any other place within the United Kingdom free of any additional charge; but if it shall have been opened or used, it will, on re-direction, be charged with the rate of a single letter from the place at which it shall have been re-directed or re-posted, to the place where delivered.

General Regulations.—All newspapers forwarded by post must be sent without covers, or in covers open at the sides: they are otherwise chargeable with postage as letters.

Newspapers, British or foreign, containing any letter paper, or thing enclosed, or with any writing or marks of reference or information whatever upon them, or upon the covers, other than the address, will be charged with treble the duty of letter postage.

Postmasters are authorised and required to examine and search all newspapers to protect the revenue from fraud; and the postmaster-general is empowered by the act of parliament to proceed against parties attempting any frauds upon the revenue through the medium of newspapers.

PRUSSIA.—*Trade of England with Prussia.*—A superficial observer may be disposed to feel surprise that the intercourse between Great Britain and Prussia should be so very limited, as our Custom-house accounts represent it to be. In point of fact, however, these accounts apply only to that portion of our trade with Prussia which is directly carried on through her ports on the Baltic, and which is quite insignificant, compared with that which is indirectly carried on through the channels of the Elbe, the Weser, the Rhine, &c., or by way of Hamburgh, Bremen, the Netherlands, &c. Corn, timber, linseed and linseed oil, iron, flax and hemp, bristles, and other raw and bulky products of the northern provinces of Prussia, are principally exported from Konigsberg, Memel, Dantzic, Stettin, and the other ports of the Baltic; but her more valuable products, as the linens of Silesia, the cloths and other manufactured products of Saxony and the Rhenish provinces, the wools sold at the Breslaw and Frankfort fairs, and so forth, are all, or mostly all, exported from Hamburgh, Bremen, and the ports on the Rhine and the Scheldt; while the sugar, coffee, and other colonial products, the dye-woods, cotton stuffs and yarn, hardware, earthenware, &c. supplied to her by England, are mostly all imported through the ports in question; as is the raw cotton and other articles furnished to her by the United States, with the greater part of the wines supplied by France, &c. But neither Hamburgh, Bremen, Rotterdam, nor the Scheldt, belongs to Prussia. All of them are independent of her; and hence it is that nine tenths of the trade which we carry on with the Prussian dominions is set down in our Custom-house accounts under the head of the trade with Germany, and with the Netherlands and Belgium. There are no means by which to determine the exact portion of the aggregate amount of the exports from England to the whole of the Germanic countries, including Holland and Belgium, that falls to the share of each; but we shall not be far wrong if we suppose that they are divided proportionally to the population of the countries among which they are distributed. On this hypothesis, and taking the entire population of

Germany, exclusive of Austria*, but inclusive of the Netherlands and Belgium, at 36 millions. Prussia will have about 14 of this number; so that about $\frac{1}{36}$ or $\frac{7}{18}$ of all the trade we carry on with Germany, the Netherlands, &c. must be set down to the account of Prussia. Now, at an average of the six years ending with 1835, our exports to Germany, the Netherlands, Belgium, and Prussia, amounted to 7,410,133*l.* a year, $\frac{7}{18}$ths of which, or 2,881,718*l.*, may be taken as the average amount of our exports to Prussia during that period! (*Dict.* p. 678.) This statement shows the real value of the trade with this flourishing monarchy, and the importance of keeping up and extending our intercourse with her.

Prussian Commercial League. — Next to the efforts of the Prussian government to diffuse the blessings of education, their efforts to introduce a free commercial system into Germany constitute their best claim to the gratitude and esteem of their own subjects, and of the world. Germany, as every one knows, is divided into a vast number of independent, and mostly petty, states. Until a very recent period, every one of these states had its own custom-houses, and its own tariff and revenue laws; which frequently differed very widely indeed from those of its neighbours. The internal trade of the country was, in consequence, subjected to all those vexatious and ruinous restrictions that are usually laid on the intercourse between distant and independent states. Each petty state endeavoured either to procure a revenue for itself, or to advance its own industry, by taxing or prohibiting the productions of those by which it was surrounded; and customs' officers and lines of custom-houses were spread all over the country! Instead of being reciprocal and dependent, every thing was separate, independent, and hostile: the commodities admitted into Hesse were prohibited in Baden, and those prohibited in Wirtemberg were admitted into Bavaria. It is admitted on all hands that nothing has contributed so much to the growth of industry and wealth in Great Britain, as the perfect freedom of internal industry we have so long enjoyed, and that intimate correspondence among the various parts of the empire, which has rendered each the best market for the products of the other. How different would have been our present condition had each county been an independent state, jealous of those around it, and anxious to exalt itself at their expense! But, until within these few years, this was the exact condition of Germany; and, considering the extraordinary obstacles such a state of things opposes to the progress of manufactures, commerce, and civilisation, the wonder is, not that they are comparatively backward in that country, but that they should be so far advanced as they really are.

But, thanks to the intelligence and perseverance of Prussia, this selfish anti-social system has been well nigh suppressed; and the most perfect freedom of commerce is now established among the great bulk of the Germanic nations. The disadvantages of the old system had long been seen and deplored by well-informed men; but so many interests had grown up under its protection, and so many deep-rooted prejudices were enlisted in its favour, that its overthrow seemed to be hopeless, or, at all events, exceedingly distant. The address and resolution of the Prussian government have, however, triumphed over every obstacle. Being fully impressed with a strong sense of the many advantages that would result to Prussia and Germany from the introduction of a free system of internal intercourse, they pursued the measures necessary to bring it about with an earnestness that produced conviction, and with a determination, *coute qui coute*, to carry their point.

The first treaties in furtherance of this object were negotiated by Prussia with the principalities of Schwarzburg Sondershausen and Schwarzburg Rudolstadt, in 1818 and 1819, on the principle that there should be a perfect freedom of commerce between these countries and Prussia; that the duties on importation, exportation, and transit, in Prussia and the principalities, should be identical; that these should be charged along the frontier of the dominions of the contracting parties; and that each should participate in the produce of such duties, in proportion to its population. All the treaties subsequently entered into have been founded on this fair and equitable principle; the only exceptions to the perfect freedom of trade in all the countries comprised within the league or tariff alliance being confined, 1st, to articles constituting state monopolies, as salt and cards, in Prussia; 2d, to articles of native produce, burdened with a different rate of duty on consumption in one state from what they pay in another; and, 3rd, to articles produced under patents, conferring on the parentees certain privileges in the dominions of the states granting the patents. With these exceptions, which are not very important, and are daily decreasing, the most perfect freedom of commerce exists among the allied states.

Since 1818, when the foundations of the alliance were laid, it has progressively extended, till it now comprises more than three fourths of the Germanic states, exclusive of Austria. Ducal Hesse joined the alliance in 1828, and Electoral Hesse in 1831;

* We say exclusive of Austria, because almost all the English products made use of in the Austrian states are imported by way of Trieste. Switzerland is supplied through Genoa.

the kingdoms of Bavaria, Saxony, and Wirtemberg, joined it afterwards, as have Baden, Nassau, and almost all the smaller states by which it had not been previously joined, with the exception of Mecklenburg Schwerin, Mecklenburg Strelitz, Oldenburg, and Brunswick. Hanover is not included within the league.

At the commencement of the present year (1836) the tariff alliance comprised

	German Sq. Miles.	Population.
Prussia, without Neufchatel, but inclusive of the small parcels of her territory surrounded by other states	5,157	13,800,126
Bavaria and her detached territories	1,477	4,252,813
Saxony (kingdom of)	272	1,595,668
Wirtemberg and Hohenzollern Sigmaringen	385	1,671,779
Hesse (Electoral)	182	700,827
Hesse (duchy of) and Homburg	179	769,691
The Thuringian States	233	908,478
Baden (duchy of) and part of Hohenzollern	280	1,256,185
Nassau	83	373,601
Frankfort	4	60,000
Totals	8,252	25,384,668

Throughout the whole extent of this immense country, from Aix-la-Chapelle, on the confines of the Netherlands, eastward to Tilsit, on the confines of Russia, and from Stettin and Dantzic southwards to Switzerland and Bohemia, there is nothing to interrupt the freedom of commerce. A commodity, whether for consumption or transit, that has once passed the frontier of the league, may be subsequently conveyed, without let or hindrance, throughout its whole extent. Instead of being confined within the narrow precincts of their own territories, the products of each separate country of the alliance may now be sent to every one else; each will, in consequence, apply itself, in preference, to those departments in which it has some natural or acquired advantage; and each will have to depend for its success, not on the miserable resource of customs' regulations, but on its skill and industry. The competition thence arising will be most salutary; and, should the peace of Europe be preserved, we run little risk in saying, that all sorts of industry will make more progress among the states comprised within the tariff alliance, during the next ten years, than they have done during the previous half century.

An assembly of representatives from the allied states meets annually, to hear complaints, adjust difficulties, and make such new enactments as may seem to be required. The Prussian tariff has been adopted, with certain modifications, and is now the only one in force. The duties are received into a common treasury, and are apportioned according to the population of each of the allied states. In addition to its other advantages, the new system has reduced the cost of collecting the duties to a mere trifle, compared with its former amount; and has enabled hundreds of custom-houses, and thousands of customs' officers, to be employed in the different departments of industry.

The existing discrepancy in the weights and measures used in different parts of Germany occasions considerable inconvenience; and we are glad to observe that the equalisation of weights and measures and their reduction to a common standard in all the allied states, is declared to be one of the objects of the league.

It is also expressly provided that the tolls, or other charges in lieu thereof, shall, in all cases, whether they belong to the public, or to private individuals, be limited to the sums *required to keep the roads in a proper state of repair*; and that the tolls existing in Prussia shall be considered as the highest that are to be levied, and shall not in any case be exceeded.

It was at first supposed by many persons in this country, and the opinion is not yet entirely abandoned, that the Prussian league was in some degree directed against us, and that, at all events, it threatened to be very injurious to our trade with Germany; we do not, however, believe that there is any foundation whatever for either of these opinions. The alliance was planned, and brought to its present advanced state, in the view, and with the intention, of putting down the galling and innumerable restraints, by which the intercourse of the German states with each other was formerly interrupted; and not with the intention of throwing any obstacles in the way of the trade of the alliance with foreign countries: it is, indeed, quite absurd to suppose that it should have this effect. The freedom of internal commerce will do ten times more to promote the industry and prosperity of the allied states than any other measure, or system of measures, that their governments could have adopted; and, as population increases, and the inhabitants become more industrious and wealthy, there will, no doubt, be an augmented demand for foreign products. The league is now no new thing. It was formed several years since, and has been progressively augmented; but, hitherto, it has not had the slightest influence in diminishing our intercourse with Germany; our exports to it, including Holland and Belgium, being greater at present than at any former period! (See *Dict.*

p. 678.) Generally speaking, the duties on imports are reasonable, at least, on all the finer descriptions of goods. It never, in fact, can be the policy of the alliance to make them oppressive; for, though certain states might erroneously suppose that their interests would be promoted by such means, others would undoubtedly be of a different opinion, and would resist any attempt to carry them beyond a reasonable amount. It is a mistake to suppose that Prussia has an overwhelming influence in the assembly. She must conciliate the other states, and carry them along with her; and this can only be done by acting on liberal principles, and with a view to the common interest of the alliance.

Besides, if any of the existing duties be exorbitant, or if any of them, that are at present moderate, should be subsequently raised to an exorbitant pitch; does any one suppose that the over-taxed articles would not be immediately smuggled into all parts of the league? We, who occupy an island, and have revenue cruizers and coast guards on all the seas and shores most accessible to the smuggler, know, from experience, that it is not possible to hinder over-taxed commodities from making their way, in immense quantities, into our markets. But the facilities for smuggling into the territories of the league are incomparably greater. It has a land frontier of several thousand miles; and though the whole Prussian army were employed for that purpose, it would be found that it was utterly impotent to prevent the territories of the league from being deluged with such over-taxed commodities as were in demand by the inhabitants.

It must be admitted that we have done not a little to provoke Prussia, and that we had no reason to be surprised had she manifested symptoms of irritation. She has only three great staple articles of export,—corn, timber, and wool. Now, of these, we admit only the last on any thing like fair terms; in ordinary years we entirely exclude corn, and we lay a duty of no less than 55*s.* a load on Prussian timber, while we admit the inferior timber of North America on payment of a duty of 10*s.*! Had, therefore, the Prussian tariff been levelled against us, we should have had but slender grounds for complaint; but such is not really the case. It may, indeed, be fairly inferred that, by agreeing to lower the oppressive duties on timber and corn, we might prevail on Prussia to use her influence to get the alliance duties on cotton stuffs, hardware, &c. abated; but, till we consent to moderate our duties on the articles in question, it is not to be supposed that Prussia will pay much attention to the exceptions we may take to any of the duties.

We are glad to be able to strengthen our view of the influence and objects of the Prussian commercial league, by laying before the reader the following extract from a work printed by order of the House of Representatives of the American States. "Prussia," it is there said, "has evidently taken the lead in this wise and important measure, to which the smaller states have gradually acceded. The whole commercial policy of this enlightened power has been distinguished for its liberality, being founded on the desire of placing her intercourse with all nations on the basis of reciprocity. The commercial league of Germany is intended to carry out this principle, and not to be directed, as has been supposed, against any particular nation; as it is well known that Prussia, in her treaties with maritime powers, has invariably adopted the system of reciprocity, to whatever extent those with whom she negotiates are willing to carry it. The establishment of this community of commercial interests forms a part of the fundamental compact, by which the new Germanic confederation was created, after the dissolution of the Confederation of the Rhine; to be subsequently adopted, however, at the option of such of the co-states as should choose to accede to it. Its effects cannot fail to promote commerce, and every other branch of industry, as it removes all those vexatious and endless difficulties which previously obstructed the freedom of intercourse. Navigable rivers and highways are now opened to the unfettered use of the German people; the customs' and toll houses, with their officers and barriers, have been withdrawn from the interior, and the whole inter-communication resembles that of the subjects of any one of the states within its own territories. To these benefits may be added the assured prospect of improvement in the finances of the great and smaller sovereignties composing the league. This advantage will grow out of the simplicity or unity of the new system, a saving in the cost of collection, and from the increased consumption which renovated industry and progressive prosperity so invariably cause."—(*Digest of Customs' Laws*, vol. iii. p. 227.)

Prussian Duty on Cottons. — The duty on cotton goods being that in which we are most interested, we have taken some pains to ascertain its real influence. This duty amounts (see *post*) to 50 rix-dollars per Prussian quintal on all cotton goods, without respect to quality or price; and, taking the quintal at 113 lbs. avoirdupois, and the rix-dollar at 3*s.*, it is equal to 7*l.* 10*s.* per 113 lbs. Now, we have learned from statements obligingly furnished to us by a large wholesale house in the city,

1st. That a quintal (113 lbs.) of *coarse shirting*, worth 4*d.* per yard, contains 407 yards, it consequently costs 8*l.* 6*s.*, and the Prussian or tariff-alliance duty of 7*l.* 10*s.* on it is, therefore, equivalent to an *ad valorem* duty of 90 per cent.

3d. That a quintal of *superior shirting*, worth 1*s.* a yard, contains 437·65 yards; it consequently costs 22*l.* 17*s.* 7*d.*, making the Prussian duty on such goods 82½ per cent.

2d. That a quintal of *printed cottons*, worth 1*s.* 6*d.* a yard, contains 633 yards; it consequently costs 47*l.* 9*s.*, making the Prussian duty on such goods 55½ per cent.

4th. That a quintal of *fine printed cottons*, worth 2*s.* 6*d.* a yard, contains 678 yards; it consequently costs 84*l.* 15*s.*, making the Prussian duty on such goods 84½ per cent.

It is plain, therefore, that, except on the coarsest and cheapest species of goods, the Prussian, or tariff alliance duty is very far from being oppressive; and, as the value of coarse goods is principally dependent on the cost of the raw cotton, and the wages of labour, being but little influenced by superiority of machinery, it is not very probable that we should export them largely to Prussia, even were the duty materially reduced. No doubt, however, it would conduce greatly to the interests of the people comprised within the league, though we do not know that it would sensibly affect us, were the duty assessed on an *ad valorem* principle, and made 20 or 30 per cent. on all goods; and we should think that this might be done without any material difficulty.

The subjoined translation of the more important clauses of the customs' treaty of the 22d of March, 1833, sets the principles on which the alliance is founded in the clearest point of view.

Customs' Treaty, concluded the 22d March, 1833, between the Kings of Bavaria and Wirtemberg on the one part; and the King of Prussia, the Prince Electoral Co-regent of Hesse, and the Grand Duke of Hesse, on the other part.

I. The existing customs' unions between the states above named shall henceforth constitute a general Union, united by a common system of customs and commerce, embracing all the countries comprised therein.

II. In this general re-union are also comprised the states which have already adhered, either for the whole of their territory, or for a part, to the system of customs and commerce of one or other of the contracting states, having regard to their special relations, founded upon the conventions of adhesion concluded with the states which have intervened.

III. But there will remain excluded from the general re-union the parts separated from the countries of the contracting states, which, because of their situation, are not yet included either in the re-union of the Bavarian or Wirtemberg customs, nor in those of Prussia and Hesse. Nevertheless, the regulations now in force to facilitate the commerce of these territories with the principal country will be maintained. Other favours of this kind cannot be accorded without the unanimous consent of the contracting states.

IV. In the contracting states there shall be established uniform laws for the duties of import, of export, and of transit, except such modifications as, without injury to the common object, result necessarily from the particular legislation of each contracting state, or from local interests.

Thus, exceptions and modifications to the common tariff may take place, as to rates of duties of entry, of export, and of transit, (according as the direction of the routes of commerce may require,) established upon articles recognised as of minor consequence in extensive commerce; provided always, that these modifications be preferred by separate states, and that they shall not be disadvantageous to the general interests of the Association.

The administration of the duties of import, export, and transit, as well as the organisation of the authorities which are engaged therein, in all the states of the Association, shall be established upon a uniform footing, having regard, however, to the particular relations existing in those countries. The laws and ordinances which, according to those principles, ought to be uniform in the contracting states, and which are to constitute the law of the tariff and the regulations of the customs, shall be considered as an integral part of the present treaty, and shall be published at the same time.

V. There can neither be alterations, or additions, or exceptions, to the acts above mentioned (Art. IV.), but by the unanimous consent of all the contracting parties, and in the form required for the making (*confection*) of the laws.

The preceding applies equally to all the ordinances, which would establish, for the administration of the customs, dispositions entirely different.

VI. Liberty of commerce and community of the receipts of customs, as regulated by the following article, will commence simultaneously with the operation of the present treaty.

VII. Dating from this epoch, all duties of import, of export, and of transit, shall cease on the common frontier of the Bavaro-Wirtemberg and Prusso-Hessian customs' re-unions. All articles of free commerce in one of those territories may be imported freely and without duty into all the others, except only as follows:

A. Articles monopolised by the states (playing cards and salt) conformably to Articles IX. and X.

B. Indigenous articles, now subject, in the interior of the contracting states, to different duties, or excepted from all duty in one state and imported into another, and which, according to Article II., ought consequently to be subject to a duty of compensation.

Finally, C. Articles which, without prejudice to patent rights or conceded privileges in one of the contracting states, cannot be imitated or imported, and ought, consequently, to be excluded, during the existence of the patents and privileges, from importation into the state which has granted them.

VIII. Notwithstanding the freedom of commerce, and the exemption from duties, established by Article VII., the transport of articles of commerce, subject, by the common tariff, to duties of import or export on the frontiers of the Association, cannot take place between the states of Bavaria and Wirtemberg, and the states of Prussia, of Electoral Hesse, or of Grand Ducal Hesse, and reciprocally, except by the public roads, military routes, and navigable rivers. For this purpose there shall be established on the interior frontiers, common *bureaux* of verification, to which the conductors of merchandise must, on exhibiting their licences, declare what are the articles which they are employed to transport from one territory to another.

This disposition will not be applicable to retail commerce in raw materials, nor to the petty commerce of the frontiers, or the fairs, nor to the effects of travellers. Process for the verification of merchandise will go no farther than is required for security of the duties of compensation. — (See Art. VII. B.)

XIII. The contracting parties reciprocally renew their adhesion to the principle, that the tolls or other charges in lieu thereof, shall only be sufficient to defray the expense of maintenance and repairs of the roads; whether the tax be for the state or for private rights. It was thus that has been approved the supplement to the duty of customs, created in Bavaria and Wirtemberg, to replace the duty of tolls, paving, causeways, bridges, and generally of all analogous taxes.

The tolls, &c. now existing in Prussia, according to the general tariff of 1828, shall be considered as the *highest rates*, and shall not be exceeded in any of the contracting states.

In accordance with the principle thus announced, the individual duty for closing the gates of cities shall be abolished; as also the the duty of paving of causeways, where it still exists; and all paved

roads will be considered as causeways of a description liable only to the duty on causeways established by the general tariff.

XIV. The contracting governments agree to unite their efforts, to introduce into the states a uniform system of coins, weights, and measures; to commence immediately the requisite negotiations for this purpose, and, subsequently, to direct their efforts towards the adoption of uniform custom-house weights.

The contracting states, in the impossibility of establishing this uniformity before this treaty goes into operation, agree for facilitating the forwarding of merchandise where it has not already been done, to revise their tariff as to weights and measures, in assuming for a basis the tariffs of the other contracting states. They will cause such modifications to be published for the government of the public, and of their custom-house *bureaux*.

The common tarif (Art. IV.) shall be divided into two principal divisions, according to the system of weights, measures, and monies of Bavaria, and that of Prussia.

The declaration, the weights and measures of articles subject to duty, shall, in Prussia, be according to Prussian weights and measures; in Bavaria and Wirtemberg, according to those of Bavaria; and in the two Hesses, according to the weights and measures there legally established.

In expediting custom-house acts, the quantity of merchandise must be expressed according to the two principal divisions of the common tariff.

Until the contracting states agree upon a system of common money, the payment of duties in each state shall be made in the same currency as is in use for payment of its other taxes.

But, from the present time, the gold and silver coins of all the contracting states, with the exception of small money (*scheidemunze*), shall be received in all the *bureaux* of perception of the Association; and for this purpose, tables of value shall be published.

XV. The duties of navigation upon the rivers, comprising therein those which apply to vessels, shall always be mutually acquitted, according to the acts of the Congress of Vienna, or of special conventions, upon all the rivers to which these regulations apply, unless other determinations be adopted in this respect.

The contracting states agree to enter, without delay, into negotiations for that which particularly regards the navigation upon the Rhine and the neighbouring streams, in order to effect an arrangement by which the import, export, and transit of the productions of all the states of the Union upon said streams, shall be, if not absolutely free, at least relieved as far as possible from duties of navigation, under the reserve of charges or reconnoissance.

All the advantages granted by one state of the Union to its subjects, in the exercise of the navigation upon said streams, shall extend equally to the navigation of the other associated states.

Upon the other streams to which neither the acts of the Congress of Vienna, nor any other treaties apply, the duties of navigation shall be according to the special regulations of the governments interested. Nevertheless, the subjects of the contracting states, their merchandise and vessels, shall, throughout, be treated on these streams with perfect equality.

XVI. Dating from the day on which the general custom-house regulations of the Union shall come into operation, the duties of public stores (*etapes*), and of trans-shipments (*umschlagsrechte*), which still exist in the territories belonging to the Association, shall cease, and no one shall be liable to forced delay, nor to the discharging and storage of his merchandise, except in cases authorised by the common regulations of the customs or navigation.

XVII. No duties shall be claimed for canals, locks, bridges, ferries, cranes, weighing and storage; and the establishments destined to facilitate commerce shall not be allowed rent, except when actually used. Charges cannot be increased; and the subjects of the other contracting states shall be on a perfect equality with the subjects of the country having those establishments.

If the establishments for weighing and cranes are only used by the custom-houses, no charge shall be made, if the articles have been previously weighed at a custom-house.

XVIII. The contracting states engage to continue their common efforts for the encouragement of industry, by the adoption of uniform regulations, so that the subjects of each state may enjoy, as extensively as possible, the privilege of seeking work and occupation in every other state.

From the coming into operation of the present treaty, the subjects of any one of the contracting states, trading or seeking employ in the territory of any other of those states, shall not be subject to any impost which does not equally affect the native similarly employed. Manufacturers and merchants who are only making purchases for their trade, or travellers who have not goods with them, but simply patterns for the purpose of soliciting commissions, shall not, when thus employed, have any duty to pay in another state, if authorised to carry on such commerce in the state where they have their domicile; or if employed in the service of native manufacturers or merchants.

When trading in the markets and fairs, or when they are selling the produce of the soil and fabrics, in any one of the states of the Association, the subjects of the other contracting states shall be treated in all respects as subjects of the same state.

XIX. The seaports of Prussia shall be open for commerce to all the subjects of the states of the Union, on payment of the same duties as are paid by Prussian subjects, and the consuls of the several states, in the seaports or places of foreign commerce, shall be bound, in cases of need, to assist with their advice and support the subjects of the other contracting states.

XX. To protect against contraband their common custom-house system, and to insure the regular payment of the duty of consumption in the interior, the contracting states have concluded a reciprocal cartel, which shall be enforced as soon as possible, but, at the farthest, at the same time with the present treaty.

XXI. The community of receipts of the contracting states, stipulated by the present treaty, shall comprehend the product of duties of entry, of export, and of transit, in the Prussian states, the kingdoms of Bavaria and Wirtemberg, the Electorate, and the Grand Duchy of Hesse, comprising therein those countries which have, down to the present time, acceded to the custom-house system of the contracting states.

The following are excluded from the community of receipts, and remain reserved for the particular benefit of the respective governments:—

1. The imposts collected in the interior of each state on indigenous products, comprising therein the compensatory duties reserved in Article XI.

2. The toll on rivers, to which are applicable the regulations of the acts of the Congress of Vienna, or special conventions. (Article XV.)

3. Duties of paving, of causeways, of bridges, of ferries, of canals, of locks and ports, charges of weighing and storage, as well as similar receipts, whatever may be their name.

4. The fines and confiscations which, beyond the part allowed to informers, remain the property of each government throughout its territory.

XXII. The produce of the duties received into the common treasury shall be divided among the states of the Association, in proportion to the population, which may be found in the Union, subject to deduction, 1st, of the expenses specified in Article XXX.; 2d, of the restitution of erroneous receipts; 3d, of the restoration of duties and diminutions made in consequence of special common conventions.

The population of every state which has entered or may enter into the Association, by treaty with one or other of the contracting states, under the engagement made by the latter, to make an annual contribution, for the participation of the former to the common revenue of the customs, shall be added to the population of the states which make this contribution.

There shall be made every three years, dating from a period to be hereafter fixed, an exact enumeration of the population of the associated states; the states shall reciprocally communicate the results thereof.

XXIII. All restitutions of duties not authorised by the legislation of the customs, shall remain charged to the treasury of the government which shall have granted it.

Conventions, hereafter to be concluded, will regulate in what cases similar restitutions may be accorded.

XXIV. In conformity with the object of this association of customs, tending to facilitate a freer and more natural commercial intercourse, the favours accorded for the payment of custom-house duties at certain places in which fairs are held, especially the privileges of abatement (*rabat privilegien*), cannot be extended to those states of the Association where they do not exist; on the contrary, they shall be restricted and abolished as far as possible, regard being had to the means of subsistence of the places heretofore favoured, and to the commercial relations which they have with foreigners; but others can, on no account, be granted without the general consent of the contracting parties.

XXXIII. There shall every year, on the 1st day of June, be an assembly of plenipotentiaries of the governments of the Union empowered generally to deliberate; and each state may send thither a duly authorised representative.

The plenipotentaries will choose from among themselves a president, who, however, shall have no pre-eminence over the other members.

The first assembly shall be held at Munich.

At the close of each annual assembly, the place of next meeting will be determined, having reference to the nature of those subjects which will then come under discussion.

XXXIV. The assembly of plenipotentiaries will have under its consideration the following subjects:—

A. To consider the complaints which may have arisen in any of the states of the Association, concerning the execution of the general treaty, of special conventions, of the law, and of custom-house regulations; also of the tariff, when these shall not have been adjusted during the year by correspondence between the different ministers.

B. The definitive reparation among the states of the Union of the total common receipts, based upon the observations made by the superior authorities, and verified by the central *bureau*, as may be rendered necessary by the common interest.

C. To deliberate upon propositions and suggestions made by the governments for the perfection of the administration.

D. Discussions upon alterations demanded by any of the contracting states, in the laws, tariffs, and custom-house regulations, as well as in the organisation of the administration, and in general upon the developement and perfection of the general system of customs and commerce.

XXXV. If, in the course of the year, when the plenipotentiaries are not in session, extraordinary incidents should occur, which require prompt decision on the part of the states of the Union, the contracting parties will consult upon these through their diplomatic agents, or they will order an extra sitting of their plenipotentiaries.

Royal Tariff of the Prussian States, and of the German Customs Union,

To be in force from the 1st January, 1837, to the 31st December, 1859.

I. *Articles not liable to any Duty.*

Trees for transplantation, and vines; bee-hives with live bees; blood of slaughtered cattle, both in a liquid and dry state; gas of brandy (bogwash); animal and other sorts of manure; eggs; clay and ore, not specifically charged with duty, as bolus, pumicestone, bloodstone, brownstone, plaster, yellow clay; &c.; agricultural produce, and cattle of an estate separated by the frontier; fresh fish and crabs; grass, fodder, and hay; fresh garden produce,—as, flowers, vegetables, succory (not dried), potatoes and turnips, eatable roots, &c.; poultry, and small game of every kind; potters' ore (alquifoux); gold and silver, coined, in bars and fragments, excluding foreign small coin of silver; furniture and effects, worn clothes and linen, tools that have been used by individuals settling in the country; also, by particular permission, new clothes, linen, and effects, if they belong to persons settling in the country through marriage; wood (both for fuel and timber), if transported by land, and not destined for shipping; cane wood and brooms, and willow for baskets; travellers' and seamen's clothes and linen, and travellers' carriages, waggons and boats for transporting persons and goods, furniture of vessels, and provisions used for travelling; instruments, and patterns carried by travellers for their own use; peat and tan (for fuel); milk; fresh fruit; paper chippings and written papers (deeds, waste paper, &c.); seeds of forest trees, shave grass, reeds for roofing, &c.; refuse wool; stones, hewn and rough, chalk, slate, tiles and bricks, mill and grindstones transported by land, and not destined for shipping; straw, chaff, cut straw; all kinds of animals for which no duty is mentioned in the tariff; turf and charcoal; husks of grain and of grapes.

II. *Articles which are liable to Duty on Importation or Exportation.*

Fifteen silver groschen, or half a dollar, is the general duty on importation for one quintal (hundred weight) Prussian gross weight; and no further tax on consumption is levied in the country, nor then when the article is exported.

Exceptions, however, occur with all articles, which either, according to the preceding regulations, are entirely exempt from duty, or, according to the following sections, are liable to duty, as—

Articles subject to a higher or lower import duty than half a dollar for one quintal; or

Articles subject to a duty on exportation.

The following are those articles on which the affixed duties are levied:—

[We subjoin a note of the duties imposed on some of the principal articles of import.*]

Names of the Articles.	Weight by Number.	Duty on Importation. R. Doll.	Duty on Importation. Gros.	Duty on Exportation. R. Doll.	Duty on Exportation. Gros.	Reduction for Tare on the Quintal gross Weight.
Beer of all sorts	Quin. 1	2	15			
Brandy, rum, and arrack	1	8	-	-	-	25 lbs. in boxes, 18 in baskets, 7 lbs. in double casks.
Cacao, ground, chocolate, and chocolate succory	-	11	-	-	-	22 lbs. in barrels and cases, 14 lbs. in baskets, 7 lbs. in bags, 14 lbs. barrels of oak and other hard woods, 10 lbs. barrels of soft wood, and in baskets, 6 lbs. bgs.
Cacao, Coffee and coffee succory	1	6	20	-	-	

Names of the Articles.	Weight or Number.	Duty on Importation. R. Doll.	Duty on Importation. Gros.	Duty on Exportation. R. Doll.	Duty on Exportation. Gros.	Reduction for Tare on the Quintal, gross Weight.
Cheese	Quin. 1	3	20	-	-	12 lbs. in casks.
Coal	-	-	1½			
Cotton and cotton goods:— Raw cotton	1	Free.	-	-	15	
Cotton yarn, white, untwisted yarn, and wadding	1	2	-	-	-	20 lbs. in barrels and boxes, 8 lbs. in bales.
Doubled, twisted thread (thread, knitting yarn), &all sorts of dyed yarn, also bleaching yarn	1	8	-	-	-	
Cotton stuffs, and cotton and linen goods, without any admixture of silk and wool; stockings, lace, buttons, and fancy articles; tissues, and galoons of tinsel and cotton, or cotton and linen, *without* any admixture of silk; wool, iron, glass, wood, leather, brass, steel, and other materials	1	50	-	-	-	20 lbs. in barrels and chests, 8 lbs. in bales.

* The Prussian dollar, of 30 silver groschen, is equal to about 2*s.* 11½*d.* sterling; but in estimating duties it is usually taken at 3*s.* The quintal or centair of 110 lbs. is equal to 113,381 lbs. avoirdupois.

Prussian Tariff—*continued.*

Names of the Articles.	Weight or Number.	Duty on Importation. R. Doll.	Duty on Importation. Gros.	Duty on Exportation. R. Doll.	Duty on Exportation. Gros.	Reduction for Tare on the Quintal gross Weight.
Copper and Brass :—						
Brass and copper in pigs, crude or black copper, pure or (rose) copper, old pieces of copper and brass, as also fillings of copper and brass, bell metal, copper, and other small coin for melting (the latter on especial permission), may be imported on paying the general importation duty.						
Wrought, rolled, and cast copper and brass for utensils, &c.; also copper kettles as they came from under the hammer, brass plates, common and plated wire, with polished, rolled, and plated tables and plates	1	6	2	-	-	14 lbs. in barrels and chests, 7 lbs. in baskets, 4 lbs. in bales.
Manufactured goods; as, kettles, pans, &c. &c.; all other articles of copper and brass, candlesticks, bells, brass work for harness, &c., pins, if they are not combined with the precious metals; also painted japanned copper and brass wares	1	10	-	-	-	14 lbs. in chests, 7 lbs. in baskets, 4 lbs. in bales.
Fancy articles (Birmingham ware, *quincaillerie*), manufactured wholly or partly of gold, silver, platina, similar or other admixtures of precious metals, inlaid with gold or silver, bronze (plated), mother of pearl, coral and precious stones; articles in connection with alabaster, umber, ivory, whalebone, plaster of Paris, glass, wood, horn, bone, conque, varnish, leather, marble, Turkish tobacco, pipe clay, base metals, tortoiseshell, and false stones, &c. &c.; perfumes, cases for instruments, &c., shoes, clocks, and pendulums, lustres of bronze, plated with gold or silver; superfine wares of metals japanned, or pasteboard (papier maché), umbrellas, parasols, fans, artificial flowers, plumes of feathers, locks, periwigs, &c. &c. In fine, all kinds of fancy wares (quincaillerie), unless otherwise specified, with articles spun of cotton, linen, silk, wool, which are connected with iron, glass, wood, leather, brass, or steel; for instance, caps of cloth, and other stuffs, combined with leather, buttons, tassels, &c. &c.	lb. 1	-	15	-	-	24 lbs. in casks & chests.
Glass and Articles of Glass :—						
Green bottle glass *Note.* — When loosely packed, 5½ cubic feet are estimated as 1 quintal.	Quin. 1	1	-	-	-	
White bottle glass, cut or with cut bottoms (Hutzencandel), brims, and table glass, without distinction of colour	Quin. 1	3	-	-	-	
Cut glass, gilt, painted, &c., with all kinds of massive and cast glass, drops for chandeliers, knobs, mads, and enamels	1	6	-	-	-	25 lbs. in casks and chests, 14 lbs. in baskets.
Looking glasses, with or without quicksilver *Cast*; if the piece do not measure more than 1 square foot *Blown*; if the piece do not measure more than 2 square feet, like table glass *Cast*; if the piece measures 144 to 288 sq. inches	1 - 1	6 3 8	- - -	- - -	5 - -	18 in chests.

Names of the Articles.	Weight or Number.	Duty on Importation. R. Doll.	Duty on Importation. Gros.	Duty on Exportation. R. Doll.	Duty on Exportation. Gros.	Reduction for Tare on the Quintal gross Weight.
Cast and blown, without distinction.	sq. in. sq. in. 288 to 576 576 — 1,000 1,000 — 1,400 1,400 — 1,900 1,900	Piece. 1 1 1 1 1	1 3 8 22 35			
Glass wares connected with common metals and other materials not woven; also looking glasses of every kind		Quin. 1	10	-	-	92 lbs. in casks and chests, 14 in baskets.
Gunpowder		1	2	-	-	14 lbs. in casks.
Hardware :—						
Common cast articles; as, stores, plates, railings, &c.		1	1			
Common goods made of cast iron, iron, and steel, iron plates, steel and iron wire connected with wood; goods of the same description which are tinned but not polished; as, axes, sword blades, files, hammers, hatchets, hinges, screws, flax combs, coffee roasters and mills, chains, machines of iron, nails, pans, shovels, locks, buckles and rings (not polished), vices, scythes, sickles, chisels, horse combs, steeple clocks, scissors, balance beams, tongs, &c. &c.		1	6	-	-	14 lbs. in casks and chests, 7 baskets, 4 in bales.
Fine hardware, whether made entirely of fine cast iron, fine polished iron or steel, or from these combined with wood, horn, bone, leather, copper, tin (polished), brass, and other common metals; as, fine cast iron wares, cutlery, needles and pins, scissors, edged tools, swords, &c.; as also japanned iron wares, and all kinds of fire arms		1	10	-	-	14 lbs. in casks and chests, 7 baskets, 4 bales.
Herrings	Ton. 1	1				
Horses	Piece. 1	10				
Iron and steel :—						
Bar and bolt iron, not manufactured, and iron ore of every kind; old iron, iron fillings, hammerings, &c.	Quin. 1	Free.	-	-	7½	
Note. — Iron ore is exempted from exportation duty in the western provinces.						
Cast iron; as, bar, scrolled, slat, rolled, or hammered, hoop, locks, &c. &c.; as also blistered and soldering steel, cast and refined steel, also rails for railways	1	1				
Exceptions :—						
Unmanufactured steel, imported exclusively from the Russian frontiers to the mouth of the Vistula, is subject only to the general importation duty.						
Hammered iron, which has been manufactured into finer sorts under the stretch and cut works, as also black iron sheeting and iron plates	1	5	-	-	-	11 in casks and chests, 7 in baskets, 4 in bales.
White iron sheeting, as also iron wire, anchors, and anchor chains	1	4				
Lead :—						
Lead, unwrought, in blocks	1	-	7½			

Prussian Tariff—*continued.*

Names of the Articles.	Weight or Number.	Duty on Importation. R. Doll.	Duty on Importation. Gross.	Duty on Exportation. R. Doll.	Duty on Exportation. Gross.	Reduction for Tare on the Quintal, gross Weight.
Coarse articles of lead; as, kettles, pipes, shot, plates, &c. &c.	Quin. 1	2	-	-	-	7 in casks and chests.
Fine articles of lead; as, toys, &c. wholly or partly of lead; also japanned articles of lead	1	10	-	-	-	22 in casks and chests, 14 in baskets.
Molasses	1	5	-	-	-	12 lbs. in barrels.
Paper and articles of pasteboard:—						
Grey blotting and packing paper, general importation duty is paid.						
Fillings or thin printing paper, coarse white and coloured packing paper, and pasteboard	1	1				
All other sorts of paper	1	5	-	-	-	18 lbs. in chests, 7 lbs. in bales.
Note.—Paper which is lithographed, printed, or ruled (to be used in this state for accounts, labels, invoices, &c. &c.) belongs to those sorts of papers mentioned above.						
Paper tapestry	1	10	-	-	-	18 in chests, 14 in baskets, 7 lbs. in bales.
Bookbinders' work of paper and pasteboard; also coarse japanned wares out of such prime materials (matters)	1	10	-	-	-	18 in chests, 14 in baskets, 7 in bales.
Pepper, pimento, saffron, vanilla, cinnamon	1	6	20	-	-	20 lbs. in chests, 18 lbs. in barrels, 14 baskets, and 4 in bales.
Potters' clay and potters' wares:—						
Potters' clay for china manufactures	1	Free.	-	-	15	
Common potters' floor stones and crucibles	1	-	10			
(Single) coloured or white crockery ware, earthen pipes	1	5	-	-	-	25 lbs. in chests, 14 lbs. in baskets.
Painted, printed, gilded, or silvered, crockery ware	1	10	-	-	-	
White china	1	10	-	-	-	
Coloured china, and also white, with coloured stripes, painted or gilded	1	25	-	-	-	25 in chests, 14 in baskets.
Crockery and other earthenware, and white china and enamel, connected with the baser metals	1	10	-	-	-	25 lbs. in chests, 14 lbs. in baskets.
The same connected with gold, silver, platina, similar and other admixtures of fine metals, as also all other china ware combined with fine or common metals	Lbs. 1	-	15	-	-	25 lbs. in chests, 14 lbs. in baskets.
Silk and silk goods:—						
Dyed and white or floret silk (twisted and untwisted), also thread of raw silk	Quin. 1	8	-	-	-	18 in chests, 10 in bales.
Silk stuffs and stockings, cloth shawls, ribands, lace, blond lace gauze, buttons, &c., needlework, and millinery articles; woven silk and gatoon, mixed with metal thread; unconnected with iron, glass, wood, leather, brass, or steel; finally, all the above wares made of floret silk (bourre de soie) or silk						
All the above articles mixed with other woven materials exclusive of silk; as, wool, or other hairy animals, cotton, and linen	1	15	-	-	-	22 in chests, 12 in bales.
Tea	Quin. 1	11	-	-	-	25 lbs. in chests, 16 lbs. in oaken barrels, 10 lbs. in other ditto, 14 lbs. in chests.
Sugar						
Refined and brown sugar	1	11	-	-	-	
Raw sugar, for inland sugar houses, under control of the proper officers	1	5	-	-	-	7 lbs. in bales, 8 lbs. in baskets, 14 lbs. in oaken casks, 10 lbs. in casks of soft wood.
Raw sugar and farina and sugar meal	-	9	-	-	-	18 lbs. in chests of 8 qtls. and above, 14 lbs. in chests under 8 quintals.
Tin and articles of tin:—						
Coarse tin wares; as, dishes, plates, spoons, kettles, pots and other vessels, pipes, and plates	1	2	-	-	-	11 in chests, 7 in baskets.
Fine and japanned tin wares, toys, &c. &c.	1	10	-	-	-	22 in chests, 14 in baskets.
Note.—Tin in blocks, and old tin, pays the general importation duty.						
Tobacco leaves	1	5	15	-		12 lbs. in casks, 20 lbs. in baskets, 7 lbs. in bales.
Manufactured	1	11	-	-	-	18 lbs. in barrels, 14 in baskets, 7 in bales.
Wool and woollen goods:—						
Raw sheep's wool	1	Free.	-	2		
White threefold or manifold twisted woollen and camel yarn, and all other sorts of dyed yarn	1	8	-	-	-	18 lbs. in casks and chests, 8 lbs. in bales.
Woollen stuffs and hose, &c., cloths, shawls, handkerchiefs, and felt goods; fringe, and button manufactures, not connected with iron, glass, wood, leather, brass, or steel; further, the same sort of articles manufactured from the hair or wool of other animals; finally, wares of the above description made in connection with other woven materials, exclusive of silk	1	30	-	-	-	22 lbs. in chests, 8 lbs. in bales.
Carpets of wool and other animals' hair, mixed with linen	1	20	-	-	-	22 lbs. in chests, 8 lbs. in bales.
Note.—Oil cloths made of horse hair pay the general importation duty.						

N. B.—The duty on wheat, beans, and peas imported into Prussia from Poland by the Vistula and the Niemen, and exported by Dantzic, &c., has recently been raised to 3 silver gros. per scheffel; do. on rye, barley, and oats, 2 silver do. Formerly it was only half as much. This increase of duty, intended to operate as a retaliation on Russia, shows pretty conclusively that in commercial affairs Russian influence does not go for much in Prussia.

QUEBEC.

QUEBEC.—A comparative Statement, for the Seven Years ending with 1835, of the Tonnage and Seamen employed in the Export Trade of the Province of Canada, distinguishing the Proportions thereof cleared in each Year for the United Kingdom from those for other Ports; the Tonnage cleared for the United Kingdom, with Wood and other Goods separately; together with the Value of the Exports under each Head.—(*Customs' Return.*)

Years.	Cleared for the United Kingdom.						Cleared for other Ports.			Total cleared.		
	Laden with Wood.			Laden with other Goods.			Laden with Wood, Fish, Flour, Provisions, &c.					
	No. of Ships.	Tons.	Men.	No. of Ships.	Tons.	Men.	No. of Ships.	Tons.	Men.	No. of Ships.	Tons.	Men.
1829	748	220,066	9,511	54	15,302	678	206	20,624	1,220	1,008	255,992	11,449
1830	738	210,224	9,155	99	24,287	1,236	284	22,630	1,296	1,051	257,201	11,677
1831	713	215,325	9,255	168	41,168	2,070	222	21,089	1,246	1,103	276,582	12,571
1832	805	235,505	10,261	199	25,910	1,521	163	19,465	1,155	1,077	280,878	12,737
1833	812	240,520	10,269	101	24,565	1,319	244	22,375	1,290	1,157	287,418	12,810
1834	910	288,613	12,257	69	17,942	909	250	22,976	1,357	1,229	329,441	14,503
1835	962	305,571	12,975	56	15,015	748	248	20,630	1,545	1,266	341,216	15,266

Years.	Cargoes laden for the United Kingdom.				Cargoes laden for other Ports.		Total Exports.	
	Tons of Wood.	Value Sterling.	Tons of other Goods.	Value Sterling.	Tons of Wood & other Goods.	Value Sterling.	Tons.	Value Sterling.
		L.		*L.*		*L.*		*L.*
1829	548,439	548,565	21,058	244,465	32,650	183,878	402,147	976,706
1830	352,857	448,823	38,455	521,873	35,927	195,600	407,239	1,164,296
1831	537,764	465,074	66,135	786,114	34,026	160,305	433,925	1,411,493
1832	372,880	469,966	40,548	415,668	30,819	145,769	444,247	1,031,303
1833	380,821	486,458	38,819	427,941	35,742	181,277	455,078	1,095,673
1834	446,970	676,786	28,407	295,325	36,581	194,943	521,758	1,166,860
1835	483,819	611,164	25,772	252,202	32,665	193,902	540,254	1,057,278

NOTE.—The Returns from Gaspé have only been received to the 5th July last, and from New Carlisle to the 10th of October 1835.

RAILWAYS.—During the session 1835–36 an extraordinary number of applications were made to parliament for acts authorising the formation of railways in different parts of the country; and no fewer than 35 of these applications received the sanction of the legislature. There was, in fact, for some time, quite a mania in favour of such undertakings; many of which were, in consequence, entered into without due consideration; and it is not, perhaps, very likely, unless some discovery be speedily made by which the cost of their construction may be materially lessened, that half the projects of this sort now on foot, supposing they were realised, will afford a remunerating dividend, at least for some considerable period. Some of the best lines, such as that from London to Birmingham and thence to Manchester, and from London to Brighton, London to Bristol, &c., may, no doubt, be expected to yield an ample return. We incline, however, to think that the expectations entertained with respect to the *immediate* productiveness even of those lines are too sanguine. Hitherto the railway between Manchester and Liverpool has not produced more than 10 per cent.; and, considering the situation of these towns, and the vast intercourse carried on between them, this railway is probably in the most advantageous line of any that can be laid down. No doubt it may be fairly anticipated that great improvements will be made in the construction of railways, and especially of locomotive engines; and, in consequence, even comparatively unfavourable lines may come in the end to yield large profits. But, taking the chances as they now stand, and abstracting from future contingencies, railways promise to be, at the outset, quite as advantageous for the public as for their proprietors.

Revision of Tolls.—At present the practice is for a railway act to authorise the company in whose favour it is granted to charge certain specified rates of toll on the passengers and goods to be conveyed by their road, not for 15, 20, or even 50 years, but *in all time to come!* Now, as it appears to us, this is a singularly injudicious arrangement on the part of the public. There is, between any two or more places that may be named, a certain railway line that is preferable to any other that can be pointed out. The probability is that this line will be the first to be selected; and the act that gives it up to a company confers on the latter a virtual and substantial monopoly. The rates of charge imposed by the act are calculated to remunerate the projectors, supposing every thing to remain on the present footing. But the probability is that manufactures and population, in the places communicating by most lines of railway, will continue to increase in time to come, as they have done in time past; and it is all but certain that great improvements will be effected in the construction of roads and engines. Whatever, therefore, may be the chances of success at the outset, the fair presumption is that most great lines of road will, in the end, be exceedingly productive. But, if we continue to abide by the present system, the public will be effectually excluded from all participation in these prospective advantages; and a few private associations will be able to make enormous profits, by monopolising improvements, and keeping up the expense of transit at an exorbitantly high level. It is idle to trust to competition to remedy a grievance of this sort. There may only be one practicable line of railway between two

places; and if so, no other can, of course, come into competition with it. But, though this were not the case, a company in possession of the best line might, if an opposition were threatened, reduce its rates till the opposition was defeated, and then raise them to the old level. Supposing, however, that a second road is made, its managers would most likely come to an understanding with the first, so that the tolls, instead of being reduced by the instrumentality of the new road, may be raised: and, were it otherwise, the question is, was the second road really necessary? Could not the first road have sufficed for the whole traffic to be carried on by both lines? If this be the case, it is clear the second road has been merely resorted to as a device for reducing the tolls charged on the first; as a means, in fact, for doing that, by an outlay of some hundreds of thousands, or it may be millions of pounds, which might have been quite as effectually done by limiting the duration of the act authorising the first road, or by inserting a clause in it providing for the periodical revision of the tolls.

We are clear, indeed, that no act, authorising a private association to construct a railway or canal, to lay down gas pipes, to convey water into a town, or for any such purpose, ought ever to be passed without reserving to parliament power periodically to revise the tolls granted under it. Such revision would secure to the public a participation in future improvements not in the contemplation of the parties when the project was entered upon; and it would do this without in any degree clogging the spirit of enterprise. Undertakings of this sort are not engaged in because there is a vague expectation, or even a considerable probability, of their yielding 20 or 30 per cent. of profit some 30 or 40 years hence, but because it is believed that they will immediately, or in the course of a few years, yield a reasonable profit; that is, a return of 8, 10, or 12 per cent. The chances of realising more than this at the distance of 20 or 25 years are rarely taken into account, and are worth very little indeed. This, however, is *all* that would be taken away by the revision in question; and, while a reservation of this sort would not stand in the way of any legitimate enterprise, the history of some of our existing companies shows that it may come to be of essential service to the public. We are therefore glad to have to state that, though late, the question respecting the propriety of reserving power to make periodical revisions of tolls on railways has been submitted to the consideration of parliament.* It may be expected to encounter a good deal of opposition; but, the more it is discussed, the more evident will be the futility of the objections made against it. We subjoin a

Statement of the Number of Railway Acts passed annually since 1801.

Years.	Acts.	Years.	Acts.	Years.	Acts.	Years.	Acts.
1801	1	1810	1	1819	1	1828	11
1802	2	1811	3	1820	0	1829	9
1803	1	1812	2	1821	1	1830	8
1804	1	1813	0	1822	0	1831	9
1805	0	1814	1	1823	1	1832	8
1806	0	1815	1	1824	2	1833	11
1807	0	1816	1	1825	5	1834	14
1808	1	1817	1	1826	6	1835	18
1809	2	1818	1	1827	6	1836	35

There is a very good account of the principal British railways in the *Companion to the Almanack for 1837*; and a statement of the number and amount of the shares in each, of the portions thereof that are paid up, and their selling price on the 12th of December, 1836, will be found in the article SHARES in this *Supplement*.

American Railroads. — Rapid as has been the growth of railroads in this country, it is really insignificant, compared with their extension in America. Their progress there has been quite extraordinary. Several of those that have been completed in different parts of the Union, as well as several of those that are now in progress, are state undertakings; but the great majority have been set on foot and carried on by private associations. The first railway constructed in the United States was completed in 1825; and Mr. Pitkin states that, on the 1st of January, 1835, the railways that had either been, or would very speedily be, completed in different parts of the Union, amounted to about 1,600 miles in length; having cost, in the aggregate, about 30,000,000 of dollars! — (*Statistical View of the United States*, p. 574. ed. 1835.) During the last two years their progress has been more rapid than ever. In the course of last session (1836) the legislature of the state of New York incorporated no fewer than 42 railway companies; and in other parts of the Union their extension is hardly less wonderful. The New York and Erie railroad, commenced in 1835, is one of the greatest works of the kind that has ever been projected. It will be upwards of 500 miles in length! The Baltimore and Ohio railroad, 360 miles in length, has already been completed as far as Harper's Ferry, a

* By Mr. Morrison, who brought it before the House of Commons in the course of last Session (1836), in a speech containing a luminous exposition of the principles which justify the interference of the legislature in cases of this sort.

distance of 86 miles; and last session (1836) the legislature of Maryland voted 8,000,000 dollars to assist in its completion. Various railroads, of equal importance, have either been or are about to be commenced in other states. Every where, indeed, throughout the Union all sorts of public improvements, and especially canals and railways, are prosecuted with unparalleled alacrity and perseverance; and undertakings are every day entered upon and completed that might *à priori* have been concluded, even by the most sanguine projectors, as far beyond the means of so young a country. — (See *American Almanack for* 1837, *passim.*)

RAISINS. — The duty on *all* raisins, without distinction of quality, brought from a foreign country, has been reduced to 15*s.* a cwt.; and to half that sum on those brought from a British possession. — (*4 & 5 Will.* 4. c. 89. § 15.) This measure will, no doubt, materially increase the consumption of raisins. The tax ought, however, to have varied with the quality. A duty of 15*s.* a cwt. is not too much on Malaga muscatels; but, to be in proportion, the duty on Smyrna blacks should not exceed 5*s.* a cwt. For the quantities imported, exported, and cleared for consumption in 1834 and 1835, see *antè*, p. 43.

RIO DE JANEIRO.

Rio de Janeiro.—*Port Regulations.* — The captain of every ship entering Rio, or any other port of Brazil, is ordered, —

1. To go directly with his vessel from the entrance of the harbour to the anchorage ground in *Enxaqua*; and if, on account of the tide, contrary wind, or any other just cause, he should be compelled to come to anchor, and shall remain anchored for twelve hours after said hinderances are removed, (except in case of being quarantined,) he shall pay a fine of 100,000 reis, and shall be compelled, by the fort, or by a government vessel of war, whichever may be nearest, to proceed immediately to the *Enxaqua* anchorage ground.

2. He shall not suffer any kind of vessel to board him, nor any person to come on board, or to leave his vessel, before he has been visited from the custom-house, excepting only the pilot, health officer, the head officer at the entrance, when there is one, and in the case of shipwreck, or for the saving of lives.

3. Even after the custom-house visit on arrival, and until the vessel is discharged, he shall allow no person to come on board without a written permission from the inspector of the customs; and this permission shall only be given in the following cases, viz.:—

A. To allow the buyers of goods to go on board to examine the cargo they wish to purchase, when sufficient specimens cannot be seen on shore.

B. To workmen or labourers necessary to put the cargo in order, taking care to have them examined when they go on board and return. In case of the infraction of the above regulations, a fine shall be imposed on him from 100,000 to 200,000 reis for every vessel he allows to board him, and of 50,000 for each person who shall enter or leave his vessel without licence, unless he be a passenger, or belonging to the crew, and every other person who goes on board or leaves the vessel, shall pay 100,000 reis fine, and be kept in custody until payment is made. The one-third part of these fines shall be divided amongst the watchmen or military who shall have taken up the offender.

4. He shall deliver to the *guarda-mor* (chief customs-officer), when he makes his visit on arrival, his passport and cargo list.

5. He shall deliver to the *guarda-mor* of the custom-house without the port, if he be there, or at the Franquia, if he be there, the manifest as described below.

6. He shall enter at the custom-house, within 24 hours after the *guarda-mor* has been on board, not counting the days on which the custom-house is shut, and present himself to the inspector, and swear, or affirm, that he has not on board of his vessel any merchandise other than what is described in the manifest he has delivered, and that he has no further declaration to make; and if he do not enter within the 24 hours, he shall pay 100,000 reis for each day's delay additional.

7. If he shall detain his vessel at either of the anchorages more than 24 hours, when he shall be directed by the guardamor, or his representative, to remove thence, he shall pay 100,000 reis for every day he delays.

8. He shall discharge no part of his cargo but by an order in writing from the inspector; and if he land any without such order, he shall pay 100,000 reis for each package so landed.

9. He shall give notice to the officer attending the discharge of the vessel, as soon as his cargo is discharged, that he has nothing remaining on board. If he omit to do this on the same day, so that the vessel may be immediately examined, he shall be fined 100,000 reis.

10. The master of every vessel going with a cargo to any part of the empire, must have two manifests of the cargo, exact copies of each other, exhibiting the name, class, and tonnage, of the vessel; the name of the captain; and these signatures must follow the date; the name of the port where the articles stated in the manifest were taken on board; the mark of the port or ports for which the vessel is destined; the marks or counter-marks and numbers of the packages, and their description, as bales, cases, pipes, half-pipes, barrels, &c.; a declaration of the quantity and quality of the merchandize of each package, or several similar ones of the same mark, and also of what was heard in lasts; the names of the consignees, or to order; all to be written at length, except the numbers of the packages.

11. When the vessel has taken in her cargo at more than one port, there must be two manifests from each port.

12. At the end of the manifest, the captain shall declare the number of passengers, whether cabin or steerage, and the baggage for the use of each; and in addition any declaration necessary for his security; and in good faith he shall declare whether he has any package to add to the manifest, or whether any are deficient, with the cause of it, as no after declaration will relieve him from responsibility, for he will not be exempted upon the vague declarations frequently made, which do not account for deficiences or differences.

13. The captain of any vessel bound to Brazil, when he has completed his cargo in the port or ports from which he is to sail, and made the manifests, as required in the 6th article, shall present his documents to the Brazilian consul residing in the port, who shall examine them, and if agreeable to these regulations, certify them.

14. In those ports where there is no Brazilian consul or substitute, the manifests shall be certified by two Brazilian resident merchants; or if there be none, by two merchants of the place; in either case, the signatures to be authenticated by legal authority.

15. Should any greater quantity of goods be found on board than are stated in the manifest or the declaration of the captain, the overplus shall be seized and divided amongst those who seize them, after paying the duties, and the captain shall pay a fine of half the value of the goods.

16. If there are any goods missing of those stated in the manifest or declaration of the captain, they shall be reputed to be concealed or smuggled, and he shall pay the value thereof to those who have discovered the deficiency, and half the value to the national treasury. These condemnations shall take place on the simple fact of there being an overplus or deficiency of goods, without further proof being required.

17. For each difference in the quality or mark of the package, the captain shall pay 5,000 reis, although in every other respect the goods discharged may agree with the manifest.

18. The captain whose manifests are not conformable to these regulations, shall be fined from 100,000 reis to *one conto de reis*, at the will of the collector, according to the degree of culpability that shall appear, and he cannot discharge until the fine is paid.

19. In case the captain brings no manifest, he may still be allowed to discharge, by paying 5 per cent. on the value of the cargo, in addition to the usual duties.

Franquia.—Vessels proceeding to Brazil, and when it is wished to dispose of their cargoes at different ports, must clear out for "Brazil and other ports," or for "Pernambuco, Bahia, Rio de Janeiro, and other ports." They are then entitled to the privilege of the Franquia, and may land a part of their cargoes at one port, paying duties only on the goods so landed, and proceed with the remainder to other ports. But if they clear out for one port only, they are compelled to make a complete entry, and discharge the whole of the cargo.

In proceeding from one Brazilian port to another, it is necessary that a bill of health should be taken from the local authorities of the vessel's last port, and where any part of the cargo is landed the same must be noted on the original manifest by the customs' officer of the port.

Anchorage.—Foreign vessels pay, in all ports of the empire, 10 reis per ton per day, from the 6th day after their entry.

Light-house.—The light-house duty, 100 reis per ton, for all vessels over 40 tons departing from ports where there is a light-house. Vessels under 40 tons are exempted from this duty.

Port-duty.—On all vessels not crossing the bar at the harbour of Rio de Janeiro, the following charges are levied, viz., of three masts, 12,800 reis; of two masts, 9,600 reis; and of one mast, 6,400 reis.

Seal.—The duty is 40 reis for every written half-sheet.

Health.—Visit of the physician is fixed at 8,000 reis: but in case the vessel is made to perform quarantine, then another sum of 8,000 reis is payable on the admission of the vessel to free pratique.

Hospitals.—A vessel of three masts pays 6,000 reis; brigs, corvettes, and yachts, 4,000; pinnaces 2,500; barks 1,280.

Each one of the ship's company of vessels sailing for a foreign port pays 400 reis.

Custom of Merchants.—It is customary that the expense of landing and shipping a cargo or freight should be paid by the vessel, unless the contrary be stipulated in the bills of lading.

When hard Spanish dollars are bargained for, in contracts of freight, they should be so expressed in the instrument of contract, to prevent dispute.

Purchases of produce are paid for in cash, and sales are made on shipboard: results, but rarely, for cash.

If bills on London are sent out for the purchase of produce in Brazil, the credit must have the confirmation of the London house.

Rates of Commission charged at Rio.

5 per cent. on sales of merchandize.
2½ per cent. on purchase of merchandize, with funds in hand on account of cost and charges.
2½ per cent. guarantee on amount of sales on credit.
2½ per cent. for drawing or endorsing, and negociating bills.
2½ per cent. on purchase or sale of vessels by private contract.
5 per cent. on amount of vessels condemned by surveyors.
2½ per cent. for procuring or collecting freight.

2½ per cent. on disbursements of vessels in common cases, with funds in hand.
5 per cent. on disbursements of vessels when funds are advanced, or in case of condemnation, or for vessels entering for repairs only.
1 per cent. on receiving and forwarding goods; and
2½ per cent. on amount of responsibilities incurred thereon.
1 per cent. on receiving and paying money on which no other commission is derived.
½ per cent. on purchase or sale of specie.
½ per cent. for effecting marine insurance on the amount insured; and when the premium exceeds 10 per cent., 5 per cent. on the amount of premium.
½ per cent. on remittances on bills not indorsed.
On consignments of merchandise withdrawn or reshipped, full commission to be charged to the extent of advances or responsibilities incurred, and half commission on the residue of the value.
1 per cent. per month on all cash advanced.
No interest allowed on money on deposite.
1 per cent. storage on all dry goods.
In the case of discharging and reshipping the cargoes of vessels in distress, on the invoice amount, 2½ per cent.
2½ per cent., or half the commission charged on sales of merchandise, will be returned to supercargoes, but nothing on investments or other business.

ROSTOCK, the principal city of the Grand Duchy of Mecklenburg Schwerin, on the Warnow, about 9 miles above where it falls into the Baltic, in lat. 54° N., long. 12° 12′ E. Population, 20,000. A large fair for merchandise is annually held at Whitsuntide; and there are wool fairs at other seasons of the year.

The outport of Rostock is at Warnemunde, at the mouth of the Warnow. The depth of water at the latter varies from 10½ to 12 feet; but when the west pier, now in the course of being constructed, has been completed, it is expected that the depth of water will be from 12 to 14 feet. The depth of water in the river from Warnemunde up to Rostock is usually from 8 to 9 feet; so that vessels drawing more than this must be lightened to get up to the latter. Rostock has a good harbour, and commodious quays.

Money.—Rostock and all Mecklenburg reckon by rix-dollars new-two thirds of 48 schillings. The rix-dollar contains 199·1 grains pure silver, and is worth nearly 2s. 4d. (2s. 5·8d.) sterling.

Weights.—The commercial weights are the same as those of Hamburg, which see. There are, however, other weights, introduced in 1757, which are 5 per cent. heavier than the above. They are principally used in the trade with Russia.

Measures.—The Rostock foot = 11·56 Eng. inches. The ell = 2 feet. The last contains 96 scheffels: the last used in the measuring of oats = 148 imp. quarters = 42 hectolitres: the last used in the measuring of other grain = 13 imp. quarters, or 37·5 hectolitres.—(*Kelly's Cambist.*)

Imports.—The principal articles of import are sugar, coffee, and other colonial products; cottons, woollens, and hardware, with coal, earthenware, salt, iron, horses, &c., from England; hemp, flax, tallow, oil, sail-cloth, &c., from Russia; alum, deals, timber, lime, tar, &c., from Sweden; herrings and fish oil from Norway; wine, brandy, molasses, drugs, &c., from France; with rice, rum, groceries, &c., from Copenhagen and Hamburgh. The total value of the imports by sea, in 1835, was estimated at about 200,000*l.*

Exports.—These consist chiefly of very good red wheat, barley, peas, rapeseed, and a few oats; with wool, rags of a very superior quality, oil cake, rape oil, bones, flax, horses, cattle, provisions, &c. The average export of all kinds of grain may be taken of late at from about 115,000 to about 130,000 quarters a year. The total value of all sorts of exports, in 1835, was estimated at aobut 185,000*l.*

Shipping.—The port of Rostock has 180 ships, of the burthen of 27,996 register tons, which trade with most European nations, the United States, and Brazil. In 1835, there entered the port 540 ships (burthen not stated), of which 215 belonged to Mecklenburg, 152 (mostly small craft) to Denmark, 83 to Sweden, 27 to Hanover, 18 to Prussia, 12 to Russia, 19 to Holland, 10 to Lubeck, 2 to Hamburgh, and 1 each to France and England. It is only, in fact, when our ports are open to the importation of foreign corn that British ships are met with, in considerable numbers, in the ports of Mecklenburg.

Port Charges.—These are the same on native and privileged ships, among which are included those of England, France, America, Prussia, Norway, &c. The port charges on a vessel of 100 tons burthen are as follow, viz.:—

	Privileged.		Not privileged.	
	Rix-d.	*Schill.*	*Rix-d.*	*Schill.*
Inward with cargo -	10	2	10	2
Outward ditto -	23	44	36	6
Inward in ballast -	12	6	12	6
Outward ditto -	19	36	31	10
Ditto without either -	17	32	25	42

Duties.—These are extremely moderate. On most imported articles they amount to only 3 per cent *ad valorem*. An export duty of about 5*d.* per quarter is charged on corn, and of about 4*s.* 8*d.* per hhd. on wine. Wool is not subject to any duty on export. Goods imported in vessels not privileged pay 50 per cent. additional on the above duties; that is, they pay 4½ instead of 3 per cent. *ad valorem*.

Wismar, the second sea-port town of Mecklenburg, at the confluence of the river Stor with the sea, in lat. 53° 49′ 25″ N., long. 11° 36′ 15″ E. Population 11,000. The harbour of Wismar is commodious and safe, being nearly land-locked by the islands of Poel and Wallfisch. Close to the town there is from 7 to 8½ feet water; in the inner roads there is from 12 to 13 feet; and in the outer, from 16 to 26 feet water. The port charges on a native or privileged vessel of 100 tons amount to about 30 rix-dollars. The articles of import and export are the same at Wismar as at Rostock; but, owing to the proximity of Lubeck, from which Wismar is not more than 27 miles distant, her foreign trade is comparatively limited. About 30 ships, of the burthen of 4,360 tons, belong to this port. There cleared from it, in 1835, 227 ships, of which 11 were English. The duties at Wismar are somewhat higher than at Rostock, being 4½ per cent. *ad valorem* on colonial products, and from 4*d.* to 8*d.* per quarter on corn exported. It is believed, however, that they will shortly be reduced to the Rostock level.

General Remarks on the Trade of the Duchies.—Mecklenburg is essentially an agricultural, wool-growing, grazing, and breeding country. In some places it is sandy and barren; but it is for the most part very fertile, and the crops and pastures are both luxuriant. Having few manufactures, her imports necessarily consist principally, as already stated, of manufactured goods, and her exports of raw produce. Owing, however, to the circumstance of the south-western part of the province being bounded by the Elbe, and approaching to within about 30 miles of Hamburgh, almost all the manufactured goods, as well as a very large proportion of the colonial products used by the population (540,000), are imported by way of Hamburgh. Hence, in Mecklenburg, as in Prussia, the direct foreign trade carried on by the sea frontier forms but a very small part of the entire trade of the country. It is impossible, however, to form any precise estimate of what the latter may amount to. Probably there is no European country so little fettered by customs' regulations as Mecklenburg. The duties on articles imported by sea amount only, as already stated, to about 3 per cent. *ad valorem*; and those entering by the land frontier are subject merely to a trifling charge, on account of toll, of which we have not seen any account. It is impossible, indeed, that any commercial system can be bottomed on more liberal principles; and this enlightened policy, and her situation

near the mouth of the Elbe, and on the western frontier of the Prussian league, give to Mecklenburg far greater importance, as a commercial state, than is indicated by the amount of her population, or of her internal consumption.

(We have drawn up this article from authentic details obligingly furnished by Christopher Kreeft Esq., Consul for Mecklenburg.)

SANDWICH ISLANDS.—This secluded but interesting group of islands is situated in the midst of the Pacific Ocean, nearly under the tropic of Cancer, and in about the 160th degree of west longitude. There are, in all, 13 or 14 islands; but with the exception of Owyhee, where Cook was killed, the rest are but of inconsiderable size. The islanders are honourably distinguished among the Polynesian nations by the advances they have made in civilisation; and particularly by their progress in manufactures and commerce. But they are principally entitled to notice, in a work of this sort, from their being frequently visited by English and American ships engaged in the southern whale-fishery, or in the commerce of the Pacific.

The principal port is Honororu, on the south side of the island of Woahoo, in lat. 21° 18′ 8″ N., long. 158° 1′ W. It has several good houses; with a considerable population, among which are from 150 to 250 English and Americans. The anchorage is good; and it is a very favourable place for refitting. In 1831 two ships, one of 180, and another of 190 tons, were hove-down, caulked, and coppered in five days. Water is good and plentiful; and fresh provisions may generally be had on very reasonable terms. Recently, however, Mowee, on the island of that name, has been preferred by many as a place for refitting. In 1831, there belonged to the Sandwich Islands, 24 ships of the burden of 2,630 tons: of these, 10 ships, burden 765 tons, were the property of natives, and the remainder of foreigners established in the islands. The following table was drawn up by a gentleman long resident at Honororu:—

Account of the Number of Ships that touched at Woahoo, one of the Sandwich Islands, during the Eight Years ending with 1831, distinguishing between English and American, and between Whale and Merchant Ships.

Years.	English.						American.						Under other Foreign Flags.		Total.	
	Whalers.		Merchant.		Total.		Whalers.		Merchant.		Total.					
	Ships.	*Tons.*	*Ships.*	*Tons.*	*Ships.*	*Tons.*	*Ships.*	*Tons.*	*Ships.*	*Tons.*	*Ships.*	*Tons.*	*Sh.*	*Tons.*	*Ships.*	*Tons.*
1824	15	5,708	2	500	17	6,208	60	15,688	16	3,163	66	18,851	5	1,550	88	26,479
1825	18	7,765	2	400	20	8,165	57	11,539	19	4,077	56	15,616	3	950	79	24,731
1826	11	4,854	2	410	13	5,264	67	21,322	21	3,995	88	25,889	6	1,112	107	32,264
1827	16	6,505	2	234	18	6,839	66	21,261	16	3,693	82	24,954	7	1,721	107	33,514
1828	26	9,772	5	891	31	10,663	90	31,188	26	5,841	116	37,029	3	2,313	156	50,006
1829	21	8,172	6	1,199	27	9,371	82	31,087	21	5,210	103	36,297	4	1,003	134	46,671
1830	16	6,982	10	1,693	26	8,675	77	26,860	23	4,072	100	30,932	3	515	129	40,122
1831	25	8,567	7	1,292	30	9,859	58	21,560	25	4,588	83	26,148	5	1,172	118	37,179

The decrease in the amount of American ships at Woahoo is accounted for by the fact of many of them now touching, in preference, at Mowee.—(We have these details entirely from private sources.)

SEAMEN (CONSOLIDATION OF LAWS RELATING TO).—During the session of 1835 an Act was passed (*5 & 6 W. 4. c. 19.*) of great importance to seamen, and to persons connected with navigation. It is intituled "An Act for amending and consolidating the Laws relating to Merchant Seamen, and for forming and maintaining a Register of all the Men engaged in that Service." It lays down the various forms and regulations to be observed in hiring, paying, and discharging seamen; establishes an office for their registry; and prescribes the mode in which lists of crews are to be transmitted to the registrar. It also regulates the number of apprentices to be taken on board ship; the conditions under which seamen may, in certain cases, be left in foreign parts; with a variety of other interesting particulars. As any infraction of the provisions of the Act incurs, in most cases, the forfeiture of heavy penalties, it should be carefully attended to both by masters and men. After declaring that the prosperity, strength, and safety of the kingdom principally depend on a large, constant, and ready supply of seamen, as well for carrying on the commerce as for the defence thereof, and that it is necessary, by all practicable means, to increase the number of such seamen, and to give them all due encouragement and protection; and that, in furtherance of this end, it is expedient to amend and consolidate the laws relating to their registration and government, the statute goes on to enact;—

Repeal of different Acts.—From and after the 31st of July, 1835, from which day this act shall take effect, the act 2 & 3 Ann. c. 6. for the increase of seamen, &c.; the act 2 G. 2. c. 36. for the better regulation, &c. of seamen in the merchant service; the act 2 G. 3. c. 31. for perpetuating the last-mentioned act, &c.; the act 31 G. 3. c. 39. for the better regulation, &c. of seamen in the coasting trade of the kingdom; the act 45 G. 3. c. 81. for amending the last-mentioned act; the act 57 G. 3. c. 73. for preventing the desertion of seamen from British merchant ships in the West Indies; the act 58 G. 3. c. 38. to extend and render more effectual the regulations for the relief of seafaring men and boys, &c., subjects of the U. K. in foreign parts; the act 4 G. 4. c. 25. for regulating the number of apprentices to be taken on board British merchant vessels, &c.; and the act 3 & 4 W. 4. c. 88. for continuing the 59 G. 3. c. 58., for facilitating the recovery of the wages of seamen in the merchants' service, are hereby repealed: provided that all offences committed and penalties and forfeitures incurred previous to the commencement of this act, against the provisions of the said acts, shall be punishable and recoverable under the said acts as if they had not been repealed.—§ 1.

No Seaman to be taken to Sea without a written Agreement.—It shall not be lawful for any master of any ship or vessel belonging to any subject of the U. K. trading to parts beyond seas, or of any British registered ship of the burden of 80 tons or upwards employed in the fisheries of the U. K., or in trading

coastwise or otherwise, to carry to sea, from this kingdom or any other place, any seaman or other person as one of his crew or complement (apprentices excepted), without first entering into an agreement in writing with every such seaman, specifying what monthly or other wages such seaman is to be paid, the capacity in which he is to act, and the nature of the voyage in which the ship is intended to be employed, so that the seaman may have some means of judging of the probable period for which he is likely to be engaged; and the said agreement shall contain the day of the month and year in which the same shall be made, and shall be signed by the master in the first instance, and by the seamen respectively at the port or place where such seamen shall be respectively shipped; and the master shall cause the same to be, by or in presence of the party who is to attest their respective signatures thereto, truly and distinctly read over to every such seaman before he shall be required to sign the same, in order that he may be enabled to understand the purport and meaning of the engagement he enters into and the terms to which he is bound. — § 2.

Regulations respecting Forms of Agreements. — In the cases of ships bound to parts beyond seas, except as herein-after provided, every agreement shall be in the form and shall contain true entries under their respective heads of the several particulars set forth in the schedule marked (A.) at the end of this act, so far as the same can be ascertained; and the owners and the master of every such ship, or one of them, shall, on reporting his ship's arrival at her port of destination in the U. K., deposit with the collector or comptroller of customs at such port a true copy of such agreement, attested by the signature of the master, that every person interested in such agreement may at all times know the terms and conditions thereof; and in the cases of ships employed in fishing on the coasts of the U. K., and of ships regularly trading from one part of the U. K. to another, and of ships regularly trading or making regular voyages to any of the islands of Jersey, Guernsey, Alderney, Sark, and Man, or to any port on the continent of Europe between the river Elbe inclusive and Brest, the agreement to be entered into as aforesaid shall be in the form and shall contain due entries under their respective heads of the particulars set forth in the schedule (B.) at the end of this act, so far as the same can be ascertained; and the owner or one of the owners of every such ship employed in fishing or in trading in any of the cases last mentioned shall, within 10 days next after the expiration of every 6 months ending the 30th of June and the 31st of December each year, deposit with the collector or comptroller of the customs of the port to which the ship belongs a true copy of every agreement entered into with any person composing part of the crew within the preceding 6 months, attested by the signature of such owner; and all copies of agreements required to be deposited as aforesaid shall, when the same have been deposited, and be required to be produced in evidence on the part of any seaman, be received and taken as legal proof of the contents of the agreement. — § 3.

Penalty for Default. — If any master of any ship as aforesaid carry out to sea any seaman (apprentices excepted) without having first entered into the agreement hereby required, he shall for every such offence forfeit and pay the sum of 10*l.* in respect of each and every seaman carried out contrary to this act; and if any master neglect to cause the agreement to be distinctly read over to each seaman, as enjoined above, he shall for every such neglect forfeit and pay the sum of 5*l.*; and if any master neglect to deposit a copy of the agreement with the collector or comptroller of the customs as is hereby required, or shall wilfully deposit a false copy of such agreement, he shall for every such neglect or offence forfeit and pay the sum of 20*l.* — § 4.

Seamen not to be deprived of legal Remedies, &c. — No seaman, by entering into or signing such agreement as aforesaid, shall forfeit his lien upon the ship, nor be deprived of any remedy for the recovery of his wages which seamen are now lawfully entitled to against either the ship, the master, or the owners thereof; nor shall any agreement made contrary to or inconsistent with the provisions of this act, or any clause whereby a seaman shall consent to forego the right which the maritime law gives him to wages in the case of freight earned by ships subsequently lost, or containing any words to that effect, be valid or binding on any seaman signing the same; and in cases in which it may be necessary that the agreement should be produced to sustain a claim on the part of a seaman, no obligation shall lie upon the seaman to produce the same, nor shall any seaman fail in any suit or proceeding for the recovery of his wages for want of the production of such agreement, or of any deposited copy thereof as aforesaid, or for the want of any notice to produce the same; any law or usage to the contrary notwithstanding. — § 5.

Seamen refusing to join or to proceed in the Ship, &c. may be committed to Gaol. — In case a seaman shall, after having signed an agreement as before mentioned, neglect or refuse to join the ship on board of which he had engaged to serve, or refuse to proceed to sea in her, or absent himself therefrom without leave, it shall be lawful for any justice of the peace, at home or abroad, near the place, upon complaint of the fact made upon oath by the master, mate, or owner thereof, and such justice is required, by his warrant to cause such seaman to be apprehended and brought before him; and in case such seaman shall not give a reason to the satisfaction of such justice for his neglect, refusal, or absence, upon due proof thereof it shall be lawful for such justice to commit such seaman to the house of correction, to be kept to hard labour for a period not exceeding 30 days: provided that in case such seaman, on being brought before said justice, shall consent to join the ship and proceed on the voyage for which he has agreed, it shall be lawful for said justice, at the request of the master, instead of committing such seaman, to cause him to be conveyed on board the said ship, or be delivered to the master, for the purpose of proceeding on the voyage, and also to award to the master such costs as shall seem reasonable, not exceeding in any case the sum of 40*s.*, which shall be chargeable against and may be abated from the wages to grow due to such seaman. — § 6.

Forfeiture for temporary Absence from Duty. — If any seaman, after having signed the aforesaid agreement, or after the ship on board which he has agreed to serve has left her first port of clearance, and before the period for which he has agreed to serve be completed, shall wilfully and without leave absent himself from the ship, or from his duty, he shall (in all cases not of absolute desertion, or not treated as such by the master) forfeit out of his wages to the master or owner of such ship the amount of 2 days' pay for every 24 hours of such absence, and in a like proportion for any less period of time, or, at the option of the said master, the amount of such expenses as have been necessarily incurred in hiring a substitute to perform his work; and in case any seaman while he belongs to the ship shall without sufficient cause neglect to perform such reasonable duty as is required of him by the master or other person in command, he shall be subject to a like forfeiture in respect of every such offence, and of every 24 hours' continuance thereof; and in case a seaman, after signing such agreement, or after the ship's arrival at her port of delivery, and before her cargo be discharged, shall quit the ship without a previous discharge or leave from the master, he shall forfeit 1 month's pay out of his wages. But no such forfeitures shall be incurred unless the fact of the seaman's temporary absence, neglect of duty, or quitting the ship be duly entered in the ship's log-book, which entry shall specify truly the hour of the day at which the same shall have occurred, and the period during which the seaman was absent or neglected his duty, the truth of which entry the owner or master must, in all cases of dispute, substantiate by the evidence of the mate or some other credible witness. — § 7.

How Amount of Forfeiture is ascertained when Seamen contract for the Voyage. — In all cases where the seaman has contracted for wages by the voyage or by the run, and not by the month or other stated period of time, the amount of forfeitures incurred under this act shall be ascertained as follows; viz., if the whole time spent in the voyage agreed upon shall exceed 1 calendar month, the forfeiture of 1 month's pay, expressed in this act, shall be taken to be a forfeiture of a sum of money bearing the same proportion to the whole wages as a calendar month shall bear to the whole time spent in the voyage, and in like manner a forfeiture of 2 days' pay or less shall be accounted and taken to be a forfeiture of a sum bearing the same proportion to the whole wages as the same period of time shall bear to the whole time spent in the voyage; and if the whole time spent in the voyage shall not exceed 1 calendar month, the forfeiture

of 1 month's pay shall be taken to be a forfeiture of the whole wages contracted for; and if such time shall not exceed 2 days, the forfeiture of 2 days' pay shall be accounted and taken to be a forfeiture of the whole wages contracted for; and the master is authorised to abate the amount of all such forfeitures enacted out of the wages of any seaman incurring the same.—§ 8.

Forfeiture for Desertion.—Every seaman who absolutely deserts the ship to which he belongs shall forfeit to the owner or master all his clothes and effects left on board, and all wages and emoluments to which he might otherwise be entitled, provided the circumstances attending such desertion be entered in the log-book at the time, and certified by the signature of the master and mate or other credible witness; and an absence of a seaman from the ship for any time within the space of 24 hours immediately preceding the sailing of the ship without permission from the master, or for any period however short under circumstances plainly showing that it was his intention not to return, shall be deemed an absolute desertion; and in case any such desertion take place in parts beyond seas, and the master be under the necessity of engaging a substitute for the deserter at a higher rate of wages than that stipulated in the agreement to be paid to the seaman deserting, the owner or master shall be entitled to recover from the deserter by summary proceeding, in the same manner as wages are hereby made recoverable, any excess of wages which he shall pay to such substitute beyond the amount payable to the deserter had he duly performed his service pursuant to agreement.—§ 9.

Penalty for harbouring Deserters.—If any person shall, on shipboard or on shore, harbour or secrete a seaman who has signed an agreement to proceed on a voyage to parts beyond seas, and has deserted or absented himself without leave from his ship, knowing or having reason to believe him to be a deserter or to be absent without leave, he shall for every seaman so harboured or secreted forfeit 10*l.*; and no debt exceeding 5*s.*, incurred by any seaman after he has signed any agreement as aforesaid, shall be recoverable until the voyage agreed for has been concluded; nor shall it be lawful for any keeper of a public-house, or of a lodging-house for seamen, to withhold or detain any chest, bed or bedding, clothes, tools, or other effects of any seaman, for any debt alleged to have been contracted by such seaman; and in case any chest, bed, &c., or other effects as aforesaid, be withheld contrary to this act, it shall be lawful for any justice of the peace in any part of H. M.'s dominions, upon complaint upon oath made by such seaman or on his behalf, to inquire into the matter, and if he see right to cause such property or effects so withheld or detained to be seized and delivered over to the seaman.—§ 10.

The Period within which Wages are to be paid.—The master or owner of every ship is hereby required to pay to every seaman entered as aforesaid his wages, if the same be demanded within the periods following; viz., if the ship be employed in trading coastwise, the wages shall be paid within 2 days after the termination of the agreement, or at the time when such seaman is discharged, whichever shall first happen; if the ship be employed in trading otherwise than coastwise, then the wages shall be paid at the latest within 3 days after the cargo is delivered, or within 10 days after the seaman's discharge, whichever shall first happen; in either of which last-mentioned cases of payment being delayed, the seaman at the time of his discharge is entitled to be paid on account a sum equal to one fourth part of the estimated balance due to him; and in case any master or owner neglect or refuse to make such payment, he shall for every such neglect or refusal forfeit and pay to the seaman the amount of 2 days' pay for each day not exceeding 10 days, during which payment shall without sufficient cause be delayed beyond the period at which such wages or part wages are hereby required to be paid; for recovery of which forfeiture the seaman has the same remedies as he is entitled to for recovery of his wages: provided that nothing in this clause contained shall extend to the cases of ships employed in the southern whale fishery, or on voyages for which seamen by the terms of their agreement are compensated by shares in the profits of the adventure.—§ 11.

Payment of Wages to be valid notwithstanding Bill of Sale, &c.—Every such payment of wages to a seaman shall be valid and effectual in law, notwithstanding any bill of sale or assignment made by any seaman of such wages, or of any attachment or incumbrance thereon; and no assignment or sale of wages made prior to the earning thereof, nor any power of attorney expressed to be irrevocable for the receipt of such wages, shall be valid or binding upon the party making the same.—§ 12.

Masters to give Seamen Certificates on Discharge.—Upon the discharge of a seaman from ship, he shall be entitled to receive from the master a certificate, signed by him, of his service and discharge, specifying the period of service and the time and place of his discharge; and any master refusing to give such certificate, without reasonable cause, shall for every such offence forfeit and pay to such seaman the sum of 5*l.*—§ 13.

For obtaining immediate Payment of Wages of Seamen in certain Cases.—If after a seaman has been discharged from any ship or vessel 3 days he shall be desirous of proceeding to sea on another voyage, and in order thereto requires immediate payment of the wages due to him, any justice of the peace in any part of H. M.'s dominions may, on application from such seaman, and on satisfactory proof that he would be prevented from employment by delay, summon the master or owner of such ship or vessel before him, and require cause to be shown why immediate payment of such wages should not be made; and if it appear to the satisfaction of such justice that there is no reasonable cause for delay, he shall order payment to be made forthwith, and in default of compliance with such order such master or owner shall forfeit and pay the sum of 5*l.*—§ 14.

Summary Mode of recovering Wages not exceeding 20l.—And whereas seamen, in cases of dispute, may be exposed to great inconvenience, expense, and delay in obtaining payment of their wages; for remedy thereof it is enacted, in all cases of wages not exceeding 20*l.* which are due and payable to a seaman for service in any ship, it shall be lawful for any justice of peace in any part of H. M.'s dominions, residing near the place where the ship has ended her voyage, cleared or discharged her cargo, or near the place where the master or owner upon whom the claim is made shall be or reside, upon complaint on oath made to such justice by any seaman or on his behalf, to summon such master or owner to appear before him to answer such complaint, and upon his appearance, or in default thereof, on proof of his having been summoned, such justice is empowered to examine upon the oath of the parties and their witnesses (if there be any) touching the complaint and the amount of wages due, and to make such order for payment as shall appear reasonable and just; and in case such order be not obeyed within 2 days after making thereof, it shall be lawful for such justice to issue his warrant to levy the amount of the wages awarded as due, by distress and sale of the goods and chattels of the party on whom such order for payment shall be made, rendering to such party the overplus (if any shall remain of the produce of the sale) after deducting thereout all charges and expenses incurred by the seaman in making and hearing the complaint, as well as those incurred by the distress and levy and in the enforcement of the justice's order; and in case sufficient distress cannot be found, it shall be lawful for the said justice to cause the amount of the said wages and expenses to be levied on the ship in respect of the service on board which the wages are claimed, or the tackle and apparel thereof; and if such ship be not within the jurisdiction of such justice, then he is empowered to apprehend and commit the party upon whom the order for payment shall be made to the common gaol of the county, there to remain without bail until payment of the amount of wages awarded, and of all costs and expenses attending their recovery; and the award and decision of such justice shall be final and conclusive as well on every seaman as on the owner and master of the ship.—§ 15.

In what Case Costs of Suit for Recovery of Wages not to be allowed.—If any suit for the recovery of a seaman's wages be instituted against the ship, or the master or owner thereof, in the court of admiralty or in any vice-admiralty court, or in any court of record in H. M.'s dominions, and it shall appear to the judge that the plaintiff might have had as effectual a remedy for the recovery of his wages by complaint

to a justice of the peace as herein-before provided, then and in every such case such judge is hereby required to certify to that effect, and thereupon no costs of suit shall be awarded to the plaintiff. — § 16.

If Ship is sold at a Foreign Port, Crew to be sent Home at the Expense of the Master or Owners. — When any ship whatever belonging to any subject of the U. K., except in cases of wreck or condemnation, is sold at any port out of H. M.'s dominions, the master in all such cases (unless the crew in the presence of the British consul or vice-consul, or if there be none such, then in the presence of 1 or more British resident merchants at such port, shall signify their consent in writing to be there discharged,) is hereby required, besides paying them the wages to which they shall be entitled under the agreement, either to provide them with adequate employment on board some other British vessel homeward bound, or to furnish the means of sending them back to the port in H. M.'s dominions at which they were originally shipped, or to some port in the U. K., as shall be agreed upon, by providing them with a passage home, or depositing with the consul or vice-consul such money as he shall deem reasonably sufficient to defray the expenses of their subsistence and passage; and if the master refuse or neglect to do so, such expenses shall be a charge upon the owner whose ship is so sold, except in cases of barratry, wreck, or condemnation, and may be recovered as so much money paid and expended on his account, together with full costs, at the suit of the consul or other person defraying such expenses, or of the attorney-general, in case the same has been allowed to the consul out of the public monies. — § 17.

Supply of Medicines to be kept on board, &c. — Every ship sailing from the U. K. to any place out of the same shall have and keep constantly on board a sufficient supply of medicines, suitable to accidents and diseases arising on voyages; and in case any default be made in providing such medicines, or in case any of the seamen receive any hurt or injury in the service of the ship, the expense of providing the necessary surgical and medical advice, and attendance and medicines which the seaman shall stand in need of until he be cured or be brought back to the U. K., shall be borne and defrayed by the owner and master of the ship, or one of them, without any deduction whatever on that account from the seaman's wages. — § 18.

Sections 19 and 20. provide for the establishment of an office at the Custom-house, London, for the general register of merchant seamen, consisting of a registrar, &c., under the direction of the lords of the admiralty; and authorise letters and packets, on the business of the office, addressed to the registrar, to go free of postage.

Masters of Ships to deliver Lists of their Crews on their Return. — Whereas by the act 4 & 5 W. 4. c. 52. (*see post*, p. 28.), a certain book by way of muster-roll is required to be kept on board merchant ships: and whereas it is expedient for the better effecting the objects of this act that a return should be made to the registrar of merchant seamen of many of the said particulars, it is enacted, that the master of every British ship bound to parts beyond seas, except in the cases herein-after provided, shall not only keep the book required by the said recited act, but shall, on reporting his ship on her arrival at her port of destination in the U. K., deliver to the collector or comptroller of customs at such port an account, signed by himself, of all the seamen and others (including apprentices) who have belonged to the ship at any time during her absence from the U. K., containing a true and correct return under their respective heads of the several particulars expressed in the form set forth in the schedule marked (C.), at the end of this act. — § 21.

Masters of Ships in the Home Trade to return like Lists. — Within 21 days after the 30th of June and the 31st of December in each year, the owner or one of the owners of every ship employed in fishing on the coasts of the U. K., or in regularly trading from one part of the U. K. to another, and of every ship regularly trading to any of the islands of Jersey, Guernsey, Alderney, Sark, and Man, or to any port on the continent of Europe between the river Elbe inclusive and Brest, shall deposit with the collector or comptroller of the customs of the port to which the ship belongs, or with the registrar in London, an account, signed by the owner, or master, of the voyages in which such ship has been engaged during the half year ending on the days above mentioned, and setting forth the Christian and surnames of the several persons (including the master and apprentices) who belonged to the ship at any time during such periods, which account shall be in the form and shall contain a true and correct return, under their respective heads, of the several particulars expressed in the schedule marked (D.), at the end of this act. — § 22.

Return to be made in case of Ship lost or sold Abroad. — In case any ship be lost or sold while absent from the U. K., then an account containing a similar return as in the cases before mentioned, made out up to the period of such loss or sale, by the persons who were at that time owner and master thereof, or by one of them, shall be transmitted to the registrar in the port of London so soon as he shall be able to make such return after the loss, and within 12 calendar months at farthest after the sale of the ship. — § 23.

Lists to be certified, &c. — The said accounts and returns required by this act to be delivered to the collector or comptroller of customs, shall be transmitted by them to the registrar; and every owner or master of a ship who shall refuse or wilfully neglect to deliver such list or account as is hereby required, shall for every such refusal or neglect forfeit and pay the sum of 25*l*. — § 24.

Disposal of the Effects of Seamen dying Abroad. — Whenever a British seaman abroad dies elsewhere than on board a British ship, leaving any money or effects within the limits of any British consulate, H. M.'s consul there is hereby required to claim and take charge of such money and effects, and to dispose of the effects for the benefit of the next of kin of the deceased or other person who may be entitled to the same; and in case no claim be made to the same within 3 calendar months after the death of such seaman, the consul shall, after abating the amount of any expenses incurred in getting in the assets of the deceased, remit the balance of such monies as either have arisen or shall hereafter arise to the president and governors of the corporation "for the relief and support of sick, maimed, and disabled seamen, and of the widows and children of such as shall be killed, slain, or drowned in the merchant service," to be by them paid over and disposed of in the manner and under the regulations provided by the act 4 & 5 W. 4. c. 52.; and in case any seaman dying as last mentioned leave on board the ship to which he belonged any monies, clothes, or other effects, and the same be not claimed within 1 month after the ship's return to the U. K. by the executor or administrator of the deceased, then the master of the ship is hereby required to deposit the same or the proceeds arising therefrom with the president and governors aforesaid, to be disposed of in the manner provided by the said act with respect to the wages of deceased seamen. — § 25.

Parish Boys may be put out Apprentices in the Sea Service. — Overseers of the poor or other competent persons are hereby empowered to bind by indenture and put out any boy having attained the age of 13 years, and of sufficient health and strength, who or whose parent or parents is or are maintained by any parish or township, or who shall beg for alms therein, with his consent, but not otherwise, an apprentice in the sea service to any of H. M.'s subjects being master or owner of any ship registered in any port of the U. K., for so long time and until such boys shall respectively attain the age of 21 years, which binding shall be as effectual as if such boy had been bound by virtue of any statute now in force respecting the binding of parish apprentices, or as if such boy were of full age and had bound himself an apprentice, and notwithstanding the residence of the master or owner to whom he may be bound be more than 40 miles distant from such parish or place: provided that every such binding shall be made in the presence of 2 justices acting for the county, riding, borough, or place within which such parish or township is situate, which justices shall execute the indenture in testimony of their being satisfied that such boy hath attained the age and is of sufficient health and strength as required by this act; and that the period when the service under such indenture shall expire may the more certainly appear, the age of every such boy shall be inserted in his indenture, the same being truly taken from the entry of his baptism in the

register book of the parish in which he was born (where the same can be obtained), a copy of which shall be given and attested by the officiating minister of such parish without fee or reward; and where no such entry of baptism can be found, the justices shall inform themselves as fully as they can of the boy's age, and from such information shall insert the same in his indenture, and the age of every such boy so inserted therein shall (in relation to the continuance of his service) be taken to be his true age without any further proof thereof. — § 26.

Parish Apprentices may be turned over to the Sea Service. — It shall be lawful for any person to whom any parish apprentice is bound to a service on shore according to the statutes already in force relating to such apprentices, or for the executors or administrators, or, there being none such, for the widow of any such deceased person, with the concurrence of two or more justices residing in or near to the place where such poor boy shall be bound apprentice, to assign and turn over such boy, with his consent, but not otherwise, apprentice to any master or owner of any ship not having her complement of apprentices as herein required, to be employed by such master or owner in the sea service during the unexpired period of his apprenticeship. — § 27.

Indentures may be assigned on the Death of the Master. — In the event of the death of the master of any parish apprentice to the sea service, it shall be lawful for the widow, executor, or administrator of such deceased master, to assign his indenture for the residue of the unexpired term to any master or owner of any ship not having the complement of apprentices herein required; all which assignments, if executed within the port of London, shall be attested by the registrar or one of his assistants or clerks, and if at any other port by the collector or comptroller of the customs thereof. — § 28.

Parish Officers to prepare Indentures. — Such overseers, &c. shall cause the indentures of apprenticeship to be prepared and transmitted in duplicate, if the master or owner of the ship to whom such apprentice is bound be or reside within the limits of the port of London, to the registrar, and if at any other port to the collector or comptroller of customs at such port; and the said overseers or other persons shall cause each poor boy to be conducted and conveyed to such port or place by the constable and at the expense of the parish or township sending him thither, and shall also, upon the execution by the master of the counterpart of the indentures, cause to be paid down to the master the sum of 5*l.*, to be expended in providing such boy with necessary sea clothing and bedding; which sum, with the other expenses, are to be allowed in their accounts in relation to the poor. — § 29.

How Counterparts of Indentures to be attested. — The counterparts of all indentures shall, if the master be or reside within the limits of the port of London, be executed in the presence of and attested by the registrar or one of his assistants or clerks, and if at any other port by the collector or comptroller of the customs at such port, and also in both cases by the constable or other officer who shall convey such apprentices thither, and such indentures shall bear date respectively on the days on which they are executed; and the constable on his return shall deliver such counterpart to the overseers or other competent persons to be registered and preserved. — § 30.

Every Ship to have Apprentices according to her Tonnage. — The master of every ship belonging to any subject of the U. K., and of the burden of 80 tons and upwards, shall have on board, at the time of clearing out from any port of the U. K., 1 apprentice or more, in the following proportions to the ship's admeasurement, according to the certificate of registry; viz., every ship of 80 tons and under 200 tons shall have 1 apprentice at the least, every ship of 200 tons and under 400 tons shall have 2 apprentices at the least, every ship of 400 tons and under 500 tons shall have 3 apprentices at the least, every ship of 500 tons and under 700 tons shall have 4 apprentices at the least, and every ship of 700 tons and upwards shall have 5 apprentices at the least, all of whom at the period of their being bound shall have been under 17 years of age, and shall have been duly bound for the term of 4 years at the least; and if any master neglect to have on board his ship the number of apprentices hereby required, he shall, for every such offence, forfeit and pay the sum of 10*l.* in respect of each apprentice so deficient. — § 31.

Apprentices exempt from Contributions. — No apprentice bound or assigned pursuant to this act, nor any master or owner in respect of any such apprentice, shall be liable to the payment of any contribution for the support of any hospital or institution. — § 32.

Indentures and Assignments to be registered. — The registrar in London, and the collector and comptroller of customs at each other port, shall, in a book to be kept for that purpose, enter all indentures and assignments of parish apprentices, specifying the dates thereof, the names and ages of the apprentices, the parishes or places from whence sent, the names and residences of the masters to whom bound or assigned, and the names, ports, and burden of the respective ships to which such masters belong, and shall make and subscribe on each indenture or assignment an indorsement purporting that the same hath been duly registered pursuant to this act; and every collector and comptroller shall also at the end of each quarter of the year transmit a list of the indentures and assignments registered by him within the preceding quarter, containing all the particulars aforesaid, to the registrar in London. — § 33.

Indentures of Apprentices to be registered. — In every case of a person voluntarily binding himself apprentice to the sea service, the indentures to be executed on such occasions shall be registered in a book to be kept for that purpose by the registrar in London, and by the collector and comptroller of customs at each other port at which the indenture shall be executed, in which book shall be expressed the dates of the several indentures, the names and ages of the apprentices, the names and residence of their masters, and (if known) the names, port, and burden of the several ships on board which they are to serve; and such registrar and collector or comptroller shall indorse and subscribe upon each indenture a certificate purporting that the same hath been duly registered pursuant to this act; and the said collector and comptroller shall also at the end of each quarter of the year transmit a list of the indentures so registered by them within the preceding quarter, containing all the particulars aforesaid, to the said registrar, for the purposes of this act; and it shall be lawful for the master, or his executor or administrator, with the consent of the apprentice if of the age of 17 years or upwards, and if under that age with the consent of his parent or guardian, to assign or transfer his indenture to any other master or owner of any registered ship; and all such voluntary apprentices may, during the term for which they are bound, be employed in any ship of which the master of any apprentice is master or owner: provided that every such assignment be registered and indorsed by the said registrar, or by the collector or comptroller of customs at the port where the master is resident, or to which his ship belongs, in which latter case the said collector or comptroller shall notify the same to the registrar, as is provided with regard to the indenture of such apprentice. — § 34.

No Stamp Duty on Agreements. — Agreements with the crew of a ship made in conformity with this act, and all indentures of parish and voluntary apprentices to the sea service, and all counterparts and assignments of such indentures executed after the passing of this act, shall be wholly exempt from stamp duty. — § 35.

Penalty on Masters neglecting to register Indentures, &c. — If any master to whom any apprentice mentioned in this act shall be bound or assigned neglect to cause the indenture or the assignment thereof (as the case may be) to be registered as required by this act, or shall, after the ship has cleared outwards on the voyage upon which such ship may be bound, suffer his apprentice to quit his service (not entering into that of H. M.), except in case of death, desertion, sickness, or other unavoidable cause, to be certified in the log-book of the ship, every such master shall for every such offence forfeit and pay the sum of 10*l.* — § 36.

Justices to determine Complaints. — Two or more justices, residing at or near to any port at which any ship having on board any sea apprentice shall at any time arrive, shall have full power and authority to inquire into and examine, hear and determine, all claims of apprentices upon their masters under their indentures, and all complaints of hard or ill usage exercised by their masters towards their apprentices,

or of misbehaviour on the part of any apprentice, and to make such orders therein as they are empowered to do in other cases between masters and apprentices. — § 37.

Common Assaults may be summarily punished by 2 Justices. — In case of any assault or battery which shall, after the commencement of this act, be committed on board any British merchant ship in any place at sea, or out of H. M.'s dominions, it shall be lawful for any 2 justices in any part of H. M.'s dominions, upon complaint of the party aggrieved, to hear and determine any such complaint, and to proceed and make such adjudication thereon as any 2 justices are empowered to do by the act 9 Geo. 4. c. 31., subject however to such provisoes and limitations as are contained in the said act with respect to the cases of assault and battery therein mentioned; and the fine or forfeiture to be imposed in such case shall be payable to the merchant seamen's hospital or institution at or nearest to theport or place where such adjudication is made. — § 38.

Masters entitled to receive the Wages of Apprentices entering into the Navy. — No parish or voluntary apprentice to the sea service shall be at liberty to enter into H. M.'s naval service during his apprenticeship without the consent of his master; but if nevertheless he voluntarily enter on board any of H. M.'s ships of war, and be allowed by his master to continue therein, such master, in case he give notice to the secretary of the admiralty of his consent to his apprentice remaining in H. M.'s service during the residue of his apprenticeship, shall, upon the production of his indenture, be entitled, at the time of paying off the ship, to receive to his own use any balance of wages that may be then due and payable to such apprentice up to the period of expiration of his indenture. — § 39.

Forcing on Shore, &c. any Person belonging to the Crew a Misdemeanor. — If any master of a British ship force on shore and leave behind, or shall otherwise wilfully and wrongfully leave behind on shore or at sea, in any place in or out of H. M.'s dominions, any person belonging to his crew, before the arrival of such ship in the U. K., or before the completion of the voyage or voyages for which such person was engaged, whether such person have formed part of the original crew or not, every person so offending shall be deemed guilty of a misdemeanor, and shall suffer such punishment by fine or imprisonment, or both, as to the court before which he is convicted shall seem meet; and the said offence may be prosecuted by information at the suit of the attorney-general, or by indictment or other proceeding in any court of criminal jurisdiction in H. M.'s dominions at home or abroad, where such master or other person shall happen to be, although the place where the offence may have been committed be out of the ordinary local jurisdiction of such court; and such court is hereby authorised to issue a commission for the examination of any witnesses absent or out of its jurisdiction; and at the trial the depositions so taken, if such witnesses be then absent, shall be received in evidence. — § 40.

Seamen not to be discharged Abroad without Sanction. — No master shall discharge any individual person of his crew, whether British subject or foreigner, at any of H. M.'s colonies or plantations, without the previous sanction in writing of the governor, lieutenant-governor, secretary, or other officer appointed in that behalf by the government there, or in the absence of all such authorities at or near the port or place at which the ship is then lying, then of the chief officer of customs resident at or near to such port or place; nor shall he discharge any person at any other place abroad without the like previous sanction in writing of H. M.'s minister, consul, or vice-consul there, or in the absence of any such functionary, then of two respectable merchants resident there; all which functionaries are hereby required, and all which merchants are hereby authorised, in a summary way to inquire into the grounds of such proposed discharge by examination on oath, and to grant or refuse such sanction according to their discretion, having regard to the objects of this act. — § 41.

Not to be left Abroad on the Plea of Incapacity to proceed. — No master shall be at liberty to leave behind abroad, either on shore or at sea, any person of his crew, on the plea of such person not being in a condition to proceed on the voyage, or having deserted from the ship, or otherwise disappeared, unless upon a previous certificate in writing of one of such functionaries or merchants as aforesaid, if there be any such at or within a reasonable distance from the place where the ship shall then be, if there be time to procure the same, certifying that such person is not in such condition, or has deserted or disappeared, and cannot be brought back; and all such functionaries are hereby required, on the application of any such master, to inquire by examination on oath into the circumstances, and to give or refuse such certificate according to the result of such examination. — § 42.

If any of the Crew are left behind, the Proof of Sanction shall be on the Master. — If any master shall leave behind any one of his crew contrary to this act, in any indictment or proceeding the proof of his having obtained the sanction or certificate aforesaid shall be upon him, it being the intention hereof that, except in the case of entering into H. M.'s naval service, no person of the crew shall be discharged, either with or without his consent, in any place abroad where such functionary can be found unless he have given his sanction thereto. — § 43.

Seamen when allowed to be left behind to be paid their Wages. — Every master who shall leave any person of his crew on shore at any place abroad, under certificate of his not being in a condition to proceed on the voyage, shall deliver to one of the said functionaries, or if there be none such to any two respectable merchants there, or if there be but one then to such one merchant, a just and true account of the wages due to such person, and pay the same to the seaman, either in money or by a bill drawn upon the owner of his ship; and if by bill, then such functionary or merchant is hereby required by certificate indorsed on such bill to testify that the same is drawn according to this act for money due on account of wages of a seaman, or to that effect; and any master who shall deliver a false account, or refuse or neglect to deliver a just and true account of the wages due to such person, and to pay the amount in money or by bill as aforesaid, shall for every such offence forfeit and pay, in addition to the wages due, the penal sum of 25*l.* — § 44.

Act not to prevent Seamen from entering into the Navy. — Nothing in this act or in any agreement shall prevent any seaman or person belonging to any merchant ship whatever from entering or being received into H. M.'s naval service, nor shall any such entry be deemed a desertion from the merchant ship, nor incur any penalty or forfeiture whatever, either of wages, clothes, or effects, or other matter or thing, notwithstanding any agreement made to the contrary; and all masters and owners of ships are strictly prohibited from introducing into any ship's articles or agreement with the crew any clause or matter by which any penalty or forfeiture of any kind is agreed to be incurred by a seaman upon his entry into H. M.'s service. — § 45.

Seamen entering into the Navy from Merchant Ships entitled to the immediate Delivery of Clothes, &c. — When any seaman quits a merchant ship in order to enter into H. M.'s naval service, and is actually received into such service, not having previously committed any act amounting to and treated by the master as a total desertion, he shall be entitled immediately upon entry to the delivery up of all his clothes and effects on board such merchant ship, and (in case the ship shall have earned freight) to receive from the master the payment of the proportionate amount of his wages up to the period of such entry, in money or by a bill on the owner; all which clothes, effects, money, and bill such master is required to deliver up to him accordingly, under a penalty of 25*l.* for any refusal or neglect, to be recovered with full costs of suit by such seaman: provided, that if no freight have been earned at the time of such entry, then the master shall be required to give the seaman so entering a bill upon the owner for his wages to the period of such entry, payable on the ship's safe arrival at her destined port; but in case the master shall have no means of ascertaining the balance justly due, he shall make out and deliver to such seaman a certificate of the period of his services and the rate of wages he is entitled to, producing at the same time to the commanding officer of H. M.'s ship the agreement entered into with the seaman for the voyage; and every master, upon the delivery up of such clothes and effects, and the settlement, as now directed, of such wages, shall be entitled to receive from the officer in command of H. M.'s ship into

which such seaman has entered, a certificate signed by the officer, which he is hereby required to give upon the request of the master, testifying that such seaman has entered into H. M.'s ship to serve, as proof that the master had not parted with the seaman contrary to the provisions of this act. — § 46.

Power to H. M. to sue for the Amount advanced for Seamen left Abroad. — In all cases where any master has forced on shore or left behind any person against the provisions of this act, and such person shall become distressed and be relieved under the provisions of the act 11 Geo. 4. c. 20., or under any act hereafter to be passed, then, in addition to the wages due from and the penalties imposed on such master, H. M. shall be entitled to sue him or the owner of the ship, at the option of the lords of the admiralty, for all charges and expenses incurred on the subsistence, necessary clothing, and conveyance home of such person, as so much money paid and expended to the use of the defendant, which, together with full costs of suit, may be recovered in the same manner as other debts due to H. M. are recoverable; and in any proceeding for that purpose proof of the account furnished to the said commissioners by any one of such functionaries, or by such two merchants or one merchant, according to the case, as provided by the said act of the 11 Geo. 4. c. 20., shall, together with proof of payment by the said lords or by the treasurer of the navy, of the charges incurred on account of such person, be sufficient evidence that he was relieved and conveyed home at H. M.'s expense; and the court in which any proceeding for the recovery of the said money is instituted is authorised to issue a commission for the examination of witnesses abroad, and the depositions so taken shall be received as evidence. — § 47.

Ship's Agreement on Arrival at a Foreign Port to be deposited with the Consul. — Every master of a British ship, on his arrival at any foreign port where there is a British consul or vice-consul, shall deliver to such functionary the agreement with his ship's crew, to be preserved by him during the ship's stay there, and to be returned to the master before his leaving the port, without any fee or charge for the same; and if any master refuse or neglect to deliver such agreement to the consul or vice-consul, as is hereby required, he shall for every such offence forfeit and pay the sum of 25*l.* — § 48.

No Seaman to be shipped at a Foreign Port without the Privity of the Consul. — During the ship's stay at any foreign port no seaman shall be shipped by any master except with the privity of the consul or vice-consul, indorsed or certified on the agreement, under a penalty of 25*l.* for every seaman shipped in breach of this act. — § 49.

Masters to produce Agreements to Officers of King's Ships. — The master of every British ship is hereby required to produce and show the muster-roll of the ship, and the agreement with his crew, to the captain, commander, or other commissioned officer of any of H. M.'s ships requiring a production and sight thereof; and it shall be lawful for any such officer in H. M.'s naval service, if he think it necessary, to muster the crew and passengers (if any) of any British ship, in order to be satisfied that the provisions of this act, and the laws relating to navigation with respect to the crews of merchant ships, have been duly complied with; and if any master shall, upon being required by any such officer, neglect or refuse to produce the muster-roll or agreement, or obstruct any officer in mustering the said crew or passengers, or produce any false muster-roll, he shall for every such offence forfeit and pay the sum of 20*l.* — § 50.

Registrar and Officers of Customs empowered to require Production of the Agreement, &c. — For the better carrying into effect the purposes of this act it shall be lawful for the registrar and his assistants, and also for the collectors or other chief officers of customs, at the several ports of the U. K. and of the British possessions abroad, to demand from the master of every ship required to enter into an agreement with his crew, the production of the muster-roll of the ship, and also of such agreement, with liberty to take a copy of either or both, and to muster the crew and apprentices of such ship, for the purpose of ascertaining whether the provisions of this act, and of the laws relating to navigation, have been complied with; and if any master, on such demand being made, refuse or neglect to produce such muster-roll or agreement, or refuse to allow a copy of either document to be taken, or refuse to permit, or prevent his crew and apprentices from being mustered, he shall for every such neglect, refusal, or offence, forfeit and pay the sum of 50*l.* — § 51.

Definition of the Terms Master, Seaman, Ship, and Owner. — Every person having the charge or command of any British ship shall, within the meaning and for the purposes of this act, be deemed and taken to be the master of such ship; and every person (apprentices excepted) employed or engaged to serve in any capacity on board the same, shall be deemed and taken to be a seaman within the meaning and for the purposes of this act; and the term "ship," as used in this act, shall be taken and understood to comprehend every description of vessel navigating on the sea; and the term "owner," as applied to a ship, shall be understood to comprehend all persons, if more than one, to whom the ship belongs; and all steam and other vessels employed in carrying passengers or goods shall be deemed trading ships within the meaning and for the purposes of this act. — § 52.

Recovery of Penalties. — All penalties and forfeitures imposed by this act, for the recovery whereof no specific mode is herein provided, shall be recovered, with costs of suit, in manner following; (that is to say,) all penalties and forfeitures not exceeding 20*l.* shall be recoverable at the suit of any person by information and summary proceeding before any one or more justice or justices in any part of H. M.'s dominions, residing near to the place where the offence shall be committed, or where the offender shall be, which justice or justices shall have full power to levy the amount of any such penalty or forfeiture and costs by distress and sale of the offender's goods, or by commitment of the offender for non-payment of the amount; and all penalties and forfeitures exceeding 20*l.* shall and may be recovered, with costs of suit, in any of H. M.'s courts of record at Westminster, Edinburgh, or Dublin, or in the colonies, at the suit of H. M.'s attorney-general or other chief law officer of the crown in any part of H. M.'s dominions other than in Scotland, and if there at the suit of the lord advocate; and that all penalties and forfeitures mentioned in this act for which no specific application is before provided shall, when recovered, be paid and applied as follows; viz., one moiety of every such penalty shall be paid to the informer or person upon whose discovery or information the same has been recovered, and the residue shall be divided between Greenwich Hospital and the merchant seamen's hospital or institution at the port to which the ship shall belong, and if there be none such at said port, then the whole of the said residue shall be paid to Greenwich Hospital: provided, that it shall be lawful for the court before which or the justice or justices before whom any proceedings are instituted for the recovery of any pecuniary penalty imposed by this act to mitigate or reduce such penalty as to them shall appear just and reasonable, in such manner, however, that no penalty shall be reduced below half its original amount: and provided also, that all proceedings so to be instituted be commenced within 2 years after the commission of the offence, if the same have been committed at or beyond the Cape of Good Hope or Cape Horn, or within 1 year if committed on the European side of those limits, or within 6 calendar months after the return of the offender or complaining party to the U. K. — § 53.

As to Ships belonging to any British Colony having a Legislature. — This act shall not extend or apply to any ship registered in or belonging to any British colony having a legislative assembly, or to the crew of any such ship, while such ship is within the precincts of such colony; any thing herein contained to the contrary in anywise notwithstanding. — § 54.

Schedules referred to in the preceding Act.

SCHEDULE (A.)

An Agreement made, pursuant to the Directions of an Act of Parliament passed in the Sixth Year of the Reign of His Majesty King William the Fourth, between , the Master of the Ship , of the Port of , and of the Burden of Tons, and the several Persons whose Names are subscribed thereto.

It is agreed by and on the part of the said persons, and they severally hereby engage, to serve on board the said ship in the several capacities against their respective names expressed, on a voyage from the port of to [*here the intended voyage is to be described as nearly as can be done, and the places at which it is intended the ship shall touch, or if that cannot be done, the nature of the voyage in which she is to be employed*], and back to the port of ; and the said crew further engage to conduct themselves in an orderly, faithful, honest, careful, and sober manner, and to be at all times diligent in their respective duties and stations, and to be obedient to the lawful commands of the master in every thing relating to the said ship, and the materials, stores, and cargo thereof, whether on board such ship, in boats, or on shore [*here may be inserted any other clauses which the parties may think proper to be introduced into the agreement, provided that the same be not contrary to or inconsistent with the provisions and spirit of this act*]. In consideration of which services to be duly, honestly, carefully, and faithfully performed, the said master doth hereby promise and agree to pay to the said crew, by way of compensation or wages, the amount against their names respectively expressed. In witness whereof the said parties have hereto subscribed their names on the days against their respective signatures mentioned.

Place and Time of Entry.			Men's Names.	Age.	Place of Birth.	Quality.	Amount of Wages per Calendar Month, Share, or Voyage.	Witness to Signature.	Name of Ship in which the Seamen last served.
Day.	Month.	Year.							

Note.—Any embezzlement or wilful or negligent loss or destruction of any part of the ship's cargo or stores may be made good to the owner out of the wages (so far as they will extend) of the seaman guilty of the same; and if any seaman shall enter himself as qualified for a duty to which he shall prove to be not competent, he will be subject to a reduction of the rate of wages hereby agreed for in proportion to his incompetency.

SCHEDULE (B.)

An Agreement made, pursuant to the Directions of an Act of Parliament passed in the Sixth Year of the Reign of His Majesty King William the Fourth, between , the Master of the Ship , of the Port of , and of the Burden of Tons, and the several Persons whose Names are subscribed hereto.

It is agreed by and on the part of the said persons, and they severally hereby engage, to serve on board the said ship in the said several capacities against their respective names expressed, which ship is to be employed in [*here the nature of the ship's employment is to be described, whether in the fisheries, on the coast, or in trading from one part of the United Kingdom to another, or to any of the islands of Jersey, Guernsey, Alderney, Sark, and Man, or to any port on the continent of Europe between the River Elbe inclusive and Brest*]; and the said crew further engage to conduct themselves in an orderly, faithful, honest, careful, and sober manner, and to be at all times diligent in their respective duties and stations, and to be obedient to the lawful commands of the master in every thing relating to the said ship, and the materials, stores, and cargo thereof, whether on board such ship, in boats, or on shore [*here may be inserted any other clauses which the parties may think proper to be introduced into the agreement, provided that the same be not contrary to or inconsistent with the provisions and spirit of this act*]. In consideration of which services, to be duly, honestly, carefully, and faithfully performed, the said master doth hereby promise to pay to the said crew, by way of compensation or wages, the amount against their names respectively expressed: Provided always, and it is hereby declared, that no seaman shall be entitled to his discharge from the ship during any voyage in which she may be engaged, nor at any other than a port in the United Kingdom. In witness whereof the said parties have hereto subscribed their names on the days against their respective signatures mentioned.

Place and Time of Entry.			Men's Names.	Age.	Place of Birth.	Quality.	Amount of Wages per Calendar Month, Share, or Voyage.	Witness to Signature.	Name of Ship in which the Seamen last served.
Day.	Month	Year.							

Note.—Any embezzlement or wilful or negligent loss or destruction of any part of the ship's cargo or stores may be made good to the owner out of the wages (so far as they will extend) of the seaman guilty of the same; and if any seaman shall enter himself as qualified for a duty to which he shall prove to be not competent, he will be subject to a reduction of the rate of wages hereby agreed for in proportion to his incompetency.

SCHEDULE (C.)

Ship , of the Port of , whereof was Master.

A List of the Crew (including the Master and Apprentices) at the Period of her sailing from the Port of , in the United Kingdom, from which she took her first Departure on her Voyage to , and of the Men who joined the Ship subsequent to such Departure and until her Return to the Port of , being her Port of Destination in the United Kingdom.

Name.	Age.	Place of Birth.	Quality.	Ship in which he last served.	Date of joining the Ship.	Place where.	Time of Death or leaving the Ship.	Place where.	How disposed of.

Note.—If any one of the crew has entered his Majesty's service, the name of the king's ship in which he entered must be stated in the account under the head of "How disposed of."

Note.—This list to be filled up, and, being signed by the master, is to be delivered by him to the collector or comptroller of the customs, on reporting his ship inwards, on her arrival at her port of destination in the United Kingdom.

SCHEDULE (D.)

An Account of the Voyages in which the Ship , of , has been engaged in the Half Year commencing on the Day of , One thousand eight hundred and , and ending on the Day of , One thousand eight hundred and , and of all the Persons (Master and Apprentices included) who have belonged to such Ship during that Period.

ACCOUNT OF THE VOYAGES.

[*Here the several Voyages and the Periods of such Voyages are to be described.*]

ACCOUNT OF THE CREW.

Name.	Age.	Place of Birth.	Quality.	Ship in which he last served.	Date of joining the Ship.	Place where.	Time of Death or leaving the Ship.	Place where.	How disposed of.

Note. — If any one of the crew shall have entered his Majesty's service, the name of the king's ship in which he entered must be stated in his account under the head of "How disposed of."

Note. — This account, when filled up, is to be signed by the owner, and deposited with the collector or comptroller of the customs of the port to which the ship shall belong, or with the registrar of merchant seamen in London.

SEAMEN (ESTABLISHMENT FOR). — The reader will find in the body of this work, p. 1015., a notice of the corporation established by the act 20 Geo. 2. c. 38. for the relief and support of maimed and disabled merchant seamen, and of the widows, children, &c. of such seamen as were killed or drowned in the merchant service. But, as the funds at the disposal of the corporation have been very limited, it has not been much heard of. Under previous acts, 6*d.* per month was deducted from the wages of all seamen in the merchant service; the produce of which assessment was paid over to the trustees of Greenwich Hospital, in the benefit of which institution such seamen were to be allowed to participate. But this arrangement has latterly been much objected to, and apparently not without good reason; for it appears from the official returns (*Dict.* pp. 1016, 1017.), that, though the contributions from merchant ships to Greenwich Hospital in 1828 and 1829 exceeded 20,000*l.* a year, there was not on the establishment a single individual who had been exclusively employed in the merchant service! The heavy expenses attending the collection of the duty were, also, much objected to.

Repeal of the 6d. a Month Greenwich Duty. — To obviate these complaints, the 4 & 5 Will. 4. c. 34. directs that the contribution of 6*d.* per month by seamen in the merchant service to Greenwich Hospital shall cease from the 1st of January, 1835; and that 20,000*l.* a year shall be advanced from the consolidated fund to the Hospital, to make good the deficiency caused by the cessation of such contribution.

New Establishment for Support of Merchant Seamen, &c. — And to provide still more effectually for the relief and support of maimed and disabled merchant seamen, and of the widows, &c. of those killed or drowned in the merchant service, the act 4 & 5 Will. 4. c. 52. has been passed. This act repeals the 20 Geo. 2. c. 38., except in so far as it relates to the establishment of the corporation of president and governors for the relief of maimed, &c. merchant seamen, and of the widows and children of seamen killed or drowned in the merchant service; and it also repeals as much of the act 37 Geo. 3. c. 73. as relates to the wages of seamen dying while employed in ships trading to the West Indies. Having thus cleared the way for a new system, it goes on to enact: —

President and Governors empowered to relieve disabled Seamen, &c. — The said president and governors and their successors are authorised to provide, in their hospital, for such seamen as are rendered incapable of service by sickness, wounds, or other accidental misfortunes, and those who shall become decrepit or worn out by age, or to allow them certain pensions, or otherwise, as the president and governors deem meet and most for the advantage of the said charity; and also to relieve the widows and children of such seamen as shall be killed, slain, or drowned in the said service; and also to relieve the widows and children of seamen dying after having contributed during a term of 21 years to the funds of this corporation, provided such children are not of the age of 14 years, or if of that age or upwards, not capable of getting a livelihood by reason of lameness, blindness, or other infirmities, and are proper objects of charity; and also to relieve the widows and children (such children being proper objects of charity) of such seamen as at the time of their death shall have been receiving or been entitled to pensions, under and by virtue of this act, from the fund hereby to be created, as decrepit or worn-out seamen, provided that no widow shall be entitled to any benefit under this act, who shall not have been the wife of such seaman or pensioner before he became entitled to relief under its provisions: provided nevertheless, that no seaman shall be entitled to any provision or benefit of this act, on account of any hurt or damage received on board any ship or vessel, unless he produce, or cause to be produced, a certificate of the said hurt or damage from the master, mate, boatswain, and surgeon, or so many of them as were in the vessel to which he belonged at the time of his receiving such hurt or damage, or of the master and 2 of the seamen, if there be no other officer, or in case the master shall die, or be killed or drowned, then of the person who shall take upon him the care of the ship or vessel, and 2 of the seamen on board the same, under their hands and seals, thereby signifying how and in what manner such seaman received such hurt or damage, whether in fighting, defending, working, loading, or unloading the said ship or vessel, where and when he entered, and how long he had served on board the same; and the parties so signing and sealing such certificate are hereby required to make oath to the truth thereof before some justice of the peace, if given in Great Britain or Ireland, or the chief officer of the customs of the port or place where

there is no justice of the peace, or before the British consul or resident in any foreign country where such certificate is executed (who are respectively authorised and required to administer the same without fee or reward); and in case of sickness, whereby such seaman shall be rendered incapable of service, a certificate, signed, sealed, and authenticated in like manner, signifying that he was healthy when he entered on board such ship or vessel, and that such sickness was contracted on board the same, or on shore in doing his duty in the service of the ship, and not otherwise, and expressing the time and place he entered on board such ship or vessel, and how long he had served therein; and that no widow, child, or children of any seaman killed, slain, or drowned in the said service, shall be relieved or entitled to any allowance by virtue of this act unless she or they, or some person on her or their behalf, shall produce a certificate, signed, sealed, and authenticated in like manner, signifying how and in what manner such seaman lost his life in the service of the said ship or vessel, the time and place he entered on board, and how long he had served therein; and that no widow, child, or children of any seaman in the said service shall be entitled to any relief by virtue of this act, unless she or they shall produce, or cause to be produced, a certificate under the hands and seals of the minister and churchwardens and overseers of the poor of the parish, township, or place, or any 2 of them, or under the hands and seals of the minister and overseers of the poor of the parish, township, or place, or any 2 of them, where there are no churchwardens, or if in Scotland, by the minister and elders, or if in Ireland, by a justice of the peace for the parish, township, or place where such widow, &c. shall at the time reside, and if such widow, &c. are some of the people called Quakers, then by any 2 reputable persons of that persuasion of the parish, township, or place where such widow, &c. have a legal settlement, or do inhabit and reside, to be attested by 2 or more credible witnesses that such widow was the lawful wife and real widow, and that such child or children was or were the lawful child or children of such deceased seaman as aforesaid, and that such child or children is or are under the age of 14 years, or if of that age or upwards, not capable of getting a livelihood by reason of lameness, blindness, or other infirmities, and is or are proper objects of charity; and that no seaman shall be provided for by a pension or otherwise, as decrepit or worn out, unless he have served in the merchant service for the space of 5 years, and have during that time paid the monthly duty out of his wages, imposed by the act 50 Geo. 2. c. 23., or by this act required to be henceforward, paid and deducted, as the case may happen, for the uses and purposes herein provided. — § 2.

Forgery of Certificate. — Forged certificates to be null and void; and those knowingly using them to be liable to the punishment of an incorrigible rogue. — § 3.

Courts. — The president and 5 assistants to make a court, who are to meet weekly. The court may apply the monies of the corporation, and appoint the officers and their salaries, and do all other matters and things necessary. — § 4.

All Masters and Owners of Merchant Ships or Vessels, &c. to pay 2s. per Month. — For effecting the ends and purposes aforesaid, every master of any merchant ship or vessel belonging to any British subject, and every owner, being a British subject, navigating or working his own ship or vessel, whether the said ship or vessel be employed on the high sea, or coasts of Great Britain or Ireland, or in any port, bay, or creek of the same, shall, from and after the 31st day of December, 1834, pay 2s. per month, and proportionably for a lesser time, during the time he or they shall be employed in such merchant ship or vessel, for the uses and purposes aforesaid: provided always, that such masters or owners, or their widows and children under 14 years of age, or being objects of charity as aforesaid, shall be entitled to a proportionate increase of the pension or allowance by this act provided, according to the difference between the amount of the monthly duty paid by other seamen, mariners, and pilots, in case such master or owner shall have paid the 2s. per month for a period of 5 years or 60 months before any application to the said president and governors for relief under this act; but in case any such master or owner be killed or drowned, or become decrepit, maimed, or disabled, before he or they shall have paid such increased rate of 2s. per month for the full period of 5 years or 60 months as aforesaid, then such masters or owners, or their widows and children, shall be entitled to such smaller pension or allowance as the said president and governors, or the trustees to be appointed, shall think fit. — § 5.

All Seamen, or other Persons serving on board such Ships or Vessels, to pay 1s. per Month. — Every seaman or other person whatsoever who shall serve or be employed in any merchant ship, or other private ship or vessel, belonging to any British subject, whether employed on the high sea, or coasts of Great Britain or Ireland, or in any port, bay, or creek of the same, and every pilot employed on board any such ship or vessel, shall, from and after the 31st day of December, 1834, pay 1s. per month, and proportionably for a lesser time, during the time he or they shall be employed in or belong to the said ship or vessel, for the uses and purposes aforesaid: provided that this act shall not be construed to extend to any person employed in taking fish in any boat upon any of the coasts of Great Britain or Ireland, or the islands of Guernsey, Jersey, Alderney, Sark, and Man, nor to any person employed in boats or vessels that trade only from place to place within any river of Great Britain or Ireland. — § 6.

Masters of Ships to keep in their Hands 1s. per Month out of Seamen's Pay. — The master, owner, or commander of every such merchant or private ship or vessel is hereby required to deduct out of the wages, shares, or other profits payable to seamen or other persons employed on board such ship or vessel (other than those hereby excepted), the said monthly duty, and shall pay the same, together with the amount of the duty owing from himself, to such officer or officers as shall be lawfully appointed at any of the out-ports for collecting the said duty of 1s. per month, if such seamen or other persons be entitled to any such wages, shares, or profits. — § 7.

Appointment of Receivers. — President and governors, with the concurrence of commissioners of customs, to appoint such persons to receive the monthly duties at the out-ports as they may think fit, making them a reasonable allowance for their trouble, which is not, however, in any case, to exceed 5 per cent. on the gross sum collected. — § 8.

Master Roll. — Every master is to keep a true and faithful muster roll of the crew of his ship, specifying in writing the name of every one of the crew, including apprentices, with the various particulars as to the place of each person's birth, the place and time of his entry to the ship, the place and time of his discharge from or leaving the same, and if he be discharged or left, with the other particulars specified in the subjoined formula, in the event of his being hurt, killed, &c.: —

A List and Account of the Crew (including the Master and Apprentices) of the Ship , of the Port of , whereof is Master, at the Period of her Departure from the Port of in the United Kingdom, and on her Return to the Port of in the United Kingdom, and also of those who have joined the Ship at any Time during the Voyage.

Men's Names.	Place of Birth.	Place and Time of Entry.			Place and Time of Discharge, or leaving the Ship.			When and where received on board.	Whence and where killed or drowned, or died a natural Death.	Wages due at Time of Death.	What Clothes or other Effects and Wages received. Man has left.	Amount of Monthly Duty.
		Day.	Month.	Year.	Day.	Month.	Year.			£. s. d.		

Duplicates of this account are to be delivered to the collectors of the duties at the port where the vessel discharges; and any master or commander neglecting to keep such muster roll, and neglecting or

refusing to deliver it to the collectors of the duties, shall forfeit for every such offence the sum of 5*l*. The collectors are to transmit to the president and governors the duplicates received from such vessels as do not belong to the port of discharge; and the latter are to transmit them to the same. Collectors neglecting to transmit such duplicates incur a penalty of 5*l*. — § 9.

Masters to deduct Penalties from Wages. — The master of every ship coming within the provisions of this act shall deduct out of the wages of the seamen thereof the amount of all forfeitures incurred by any such seamen, and every master is hereby required truly to enter the same in a book to be kept by him for that purpose, which shall be signed by the master and the person next in command, both of them certifying that it contains all the forfeitures which have been incurred by the seamen of the ship during the voyage, to the truth whereof the master shall make oath when required before the officer of the president and governors in London, or before their collectors at the out-ports; and the said book, or a true copy thereof signed and certified as aforesaid, shall, within 1 calendar month after the ship's return from her voyage, be delivered to the said officer by the master, together with extracts from the log-book of the entries therein of the causes of the several forfeitures; and every master who shall refuse or neglect to deliver such account shall forfeit and pay the sum of 20*l*. — § 10.

Examination of Masters, &c. — Collectors may summon masters of vessels, and examine them upon oath as to the truth of the muster rolls; masters refusing to appear or to answer, to forfeit 10*l*. — § 11.

Regulations as to Government Ships. — Secretaries, &c. of public government offices to give in a list of ships and vessels employed in their service, and of the seamen or other persons employed in such ships or vessels; and the treasurers, &c. of such offices are to pay no wages or freight to any master, &c. until he produce an acquittance signed by receiver of duties. — § 12.

Payment of Duties. — The said monthly duties are to be paid at the port where the ship or vessel unloads her cargo, *before she be cleared inwards*; and all officers are interdicted from granting any cockets, transire, &c., or permitting any vessel to go out of any port, unless it appear by the acquittances of the collectors of the said duties that they are not more than 3 months in arrear of the same; every officer acting contrary to this regulation to forfeit 10*l*. But masters or owners may agree with the trustees and collectors for half-yearly payments. — § 13.

Prevention of Delay. — To prevent unnecessary delay, it is enacted, that if masters fail to produce proper acquittance or certificate of agreement, tidewaiters to be continued on board at their expense. — § 14.

Penalties by this act recoverable before a magistrate. — § 15.

Appointment of Trustees, &c. — From and after the 1st day of October, 1834, it shall be lawful for the owners, masters, and commanders employed on board ships and vessels belonging to any of the out-ports to assemble and meet at any time and place within the same that shall be appointed by any 5 or more of them, by giving 10 days' previous notice, to be fixed at the custom-house, wharf, quay, or other public place; and such persons, or the greater part of them, being so assembled, are authorised from time to time to nominate and appoint, by an instrument in writing under their hands and seals, 15 persons to be trustees for such out-port, for receiving, collecting, and applying the said duties, which trustees shall continue to act until the 26th day of December, 1835, and until new trustees are nominated and confirmed; and that within 10 days after the 26th day of December in each succeeding year, the owners, masters, &c. at such out-ports shall have power to meet and choose 15 persons to be trustees for the year ensuing, by an instrument in writing under their hands and seals, or the majority of them so assembled, having given previous notice in the manner before directed; which said respective trustees shall continue from time to time until new trustees are nominated, &c. as aforesaid; and the said instrument shall be sent, free of expense, to the president and assistants or committees of the said corporation, who are required to confirm the same under the common seal of the corporation, without fee or reward, within 15 days after the receipt thereof; which trustees when so confirmed (and whereof *five* shall be a quorum) shall have the same powers and authorities to make by-laws, and to revoke or alter the same, and to receive and apply any sums of money which shall be contributed, devised, or bequeathed by any well-disposed persons for the purposes aforesaid, and to appoint receivers and other officers, and to collect, receive, pay, and apply the said duties of 2*s*. per month and 1*s*. per month so to be allowed and paid by the seamen or other persons serving on board any ship or vessel belonging to such persons, at such out-ports, according to such rules, orders, and regulations as are or shall be established by virtue and in pursuance of this act, or have been established and continued under the provisions of the act 20 Geo. 2. c. 38., so far as the same are not inconsistent with or repealed or varied by the provisions of this act; and the said receivers and other officers shall have the same powers and authorities as the other receivers and officers appointed in pursuance of this act, and shall be liable to the same penalties and forfeitures: provided always, that if the instrument of trust be not sent to the president and assistant or committees within 60 days after every appointment of trustees, the trust thereby created shall be considered void, and the trustees appointed under it as discharged from the same; and that the president and governors shall have power to appoint a receiver or receivers for the port or place from which such instrument of trust has not been sent, for collecting the forementioned duties and allowances payable at such port or place aforesaid; and the said president and governors shall have power to demand from the outgoing trustees of such port or place an account in writing of the former management of such void trust, and also to demand payment from such trustees of any balance which may at the time of such default be in their hands, who are hereby required to pay the same to such receiver appointed as aforesaid, together with the books of account and other books belonging to such trustees relative to such trust. — § 16.

Appointments on Default. — These are not to be revocable within 5 years. — § 17.

Former Trustees. — Trustees previously appointed at the several out-ports to be subject to the provisions of this act. — § 18.

Trustees in Bristol. — The corporation of the Merchants Venturers of Bristol are appointed trustees for the duties, &c. received there; and empowered to hold lands, &c. for the purpose of this act. — § 19.

Hull Trustees. — The guild of the Trinity-house of Kingston-upon-Hull appointed trustees for the duties, &c. received there. — § 20.

Greenock and Glasgow, &c. — The ports of Glasgow, Greenock, and Port Glasgow, &c. to be deemed one united port, and masters of ships belonging thereto to elect trustees for collecting duties, &c. — § 21.

Transmission of Accounts. — Trustees of out-ports to transmit accounts of the yearly receipts and expenditure to president and governors. — § 22.

Transmission of Muster Rolls. — Collectors appointed by trustees or corporations aforesaid are excepted from sending duplicate of muster rolls to the president and assistants. — § 23.

Sections 24. and 25. enact that no seaman shall be entitled to the benefit of this act unless he pays the duty; and that those seamen who have served longest shall be first provided for.

Maimed Seamen to be provided for at the port where the accident happens. — § 26.

Disabled Seamen having served and paid 5 years to be provided for where they have contributed most. — § 27.

Seamen shipwrecked, or made Prisoners by the Enemy, may be relieved. — § 28.

Where regular Certificates cannot be obtained, others may be admitted. — In all cases where the certificates directed to be produced by this act for the purpose of entitling parties to relief and support cannot be obtained, such other certificates as shall be satisfactory to the president and governors or trustees respectively shall be received and allowed, so as to entitle the party producing the same to the pensions or other relief provided by this act. — § 29.

Wages of deceased Seamen to be paid to the Trustees. — All sums of money due for wages to any seaman, mariner, or other person engaged on board any British merchant ship in any port or ports in Great Britain and Ireland, who shall have died on board during the voyage, shall, within 3 months after the arrival of such ship in any port of Great Britain and Ireland, be paid to the trustees of the said port appointed in pursuance of this act, or to the receiver or collector or other authorised agent of the said president and governors, where there are no such trustees, to and for the use of the executors or administrators of the seaman or other person so dying; and in case no claim shall be made on the said trustees by such executors or administrators on account of such wages, within 1 year after the same have been paid over, then the said trustees shall remit the same to the collector or receiver or other their authorised agent of the president and governors at the port of London, in such manner and times as the said president, &c. shall direct, to and for the use of the executors or administrators of the seaman or other person so dying; and in case no claim shall be made on the said president, &c. by the executors, &c. of such seaman on account of such wages within 1 year after the same shall have been first paid over to their collector, then it shall be lawful for them to direct such wages to be paid over (but without interest for the same) to the widow, or if there be no widow claiming, then to the lawful issue respectively, or such persons as by virtue of the statutes of distribution of intestates' effects shall be entitled to the same; and if any master or commander of any merchant ship neglect or refuse to pay over to the said trustees, or the receiver or collector at the port aforesaid, all such sums of money within the time before limited, he shall forfeit for every such offence double the amount of the sums of money due to any seaman or other person for wages. — § 30.

Wages, if not demanded in 5 Years by representatives, to go to the use of the president and governors, or the trustees of the respective ports. — § 31.

Payment to Seamen's Hospital in London. — President and governors to pay 5 per cent. out of duties received by them from seamen in the port of London to the Seamen's Hospital Society in that port. — § 32.

Deductions from Gross Amount. — It shall be lawful for the receiver or collector or other authorised agent of the president and governors at the port of London, and he is hereby authorised, to deduct and receive from the gross amount of such sums of money as shall be derived from the unclaimed wages of deceased seamen, received by him in respect of such wages, 5 per cent. in satisfaction of all expenses and trouble he may be put to in the receipt, collection, or transmission thereof. — § 33.

The contributions to the new fund will, most likely, amount to about 50,000*l.* a year; so that, if it be discreetly and economically managed, it will afford the means of suitably providing for a large number of disabled merchant seamen, as well as for the wives and children of those who have lost their lives in that service. The distressing consequences of those accidents and casualties to which seamen are so peculiarly liable, will thus be materially reduced; so that the service will, in fact, be rendered less hazardous, and more respectable.

SHARES IN JOINT STOCK COMPANIES (PRICES OF, &c.). — The following Table may, we hope, be useful to such of our readers as have not ready access to the lists regularly published in London. It embraces the various companies of which shares are usually on sale in the London Market, exhibiting the number of shares in each, the sum paid up on account of such shares, the price which they brought on the 12th of December, 1836, the then dividend on account of each share, and the periods when the dividends are payable. It is taken principally from Wettenhall's List, the most authentic record of such matters; but a few items have been supplied from other authorities. It can hardly, we think, fail to be interesting; for, though some of the particulars embodied in it will soon become obsolete, others will not easily change, and it will always be valuable as a standard of comparison.

N. B. — When the amount of a share only is mentioned, it is to be presumed that it is entirely paid up.

Increase of Companies. — The extraordinary increase of joint stock companies for the construction of railways, the formation of banks, insurance offices, &c., is not one of the least interesting phenomena of the present times. This increase makes it peculiarly desirable that the law as to these associations, both as respects the engagements between them and the public, and the rights and obligations of the partners, in reference to each other, should be clearly defined and laid down; and we have heard that it is intended to introduce a measure in furtherance of these objects. The subject, however, is one of considerable difficulty, and should be approached with great caution. But whatever may be done in this matter, we trust that no attempt will be made, directly or indirectly, to lessen the indefinite responsibility of every partner in such concerns for their debts and engagements. We look upon this unlimited individual responsibility as by far the best, or rather the only, security that is worth a straw for their honest and prudent management. The introduction of partnerships *en commandite*, or of partnerships with limited responsibility, would be both unnecessary and mischievous: unnecessary, because there is no disinclination on the part of individuals to embark, as the law now stands, in any undertaking, how hazardous soever, that affords a reasonable prospect of even a moderate return; and mischievous, because partnerships with limited responsibility may be, and in fact frequently are, converted into engines for deceiving and defrauding the public. Some companies have endeavoured to defeat this indefinite liability by inserting clauses to that effect among the conditions on which they profess to do business. But it is believed that these stipulations are illegal: of their inexpediency there can be no doubt; and as they may entrap the unwary and give rise to litigation, their prohibition by an act of the legislature would seem to be a prudent measure.

Table of the principal Joint Stock Companies in England and Wales, the Number of Shares in each, the Sum paid up on Account of such Shares, with their Prices, Dividends, &c. on the 12th of December, 1836.

No. of Shares.	Description of Companies.	Amount of Shares paid up.	Price per Share.	Dividends per Annum.	Dividends Due.
			L. s. d.	*L. s. d.*	
	CANALS.				
1,706 sh.	Ashton and Oldham	Average 97*l.* 18*s.* sh.	142 0 0	8 0 0 per ct.	March & Sep.
11,482	Ashby-de-la-Zouch	Av. 112*l.* —	83 0 0	4 0 0	April & Oct.
720	Barnsley	160*l.* —	244 0 0	13 0 0	Jan. & July
1,260	Basingstoke	100*l.* —	5 10 0	—	—
1,035	Brecknock and Abergavenny	150*l.* —	100 0 0	5 0 0	Jan. & July
8,000 1-16th sh.	Birmingham 1-16th share, 8*l.* 15*s.* & 7*l.* 5*s.*		217 0 0	9 9 0	June & Dec.
4,000	Birm. and Liv. Junction	125*l.* sh. 100*l.* pd.	52 10 0	—	—
477	Bolton and Bury	500*l.* sh.	—	6 0 0	January
600	Bridgewater and Taunton	100*l.* sh. all pd.	—	—	—
400	Chelmer and Blackwater	100*l.* sh.	102 0 0	4 0 0	January
500	Coventry	100*l.* —	725 0 0	48 0 0	May & Nov.
480	Cromford	100*l.* —	300 0 0	17 0 0	Jan. & July
4,545	Croydon	Av. 31*l.* 2*s.* 10*d.*	—	—	—
11,810*l.*	Ditto bonds	Various amount	—	—	—
2,0604	Dudley	100*l.* —	—	4 0 0	March & Sep.
600	Derby	100*l.* —	120 0 0	7 0 0	Jan. & July
20,000	Danube and Mayne	41*l.* 13*s.* 1*d.* 22*l.* 10*s.* pd.	12 0 0	—	—
3,703	Eldemere and Chester	Av. 135*l.* sh.	80 0 0	3 0 0	September
231	Erewash	100*l.* —	500 0 0	45 0 0	April & Oct.
1,207	Forth and Clyde	Av. 400*l.* 16*s.*	610 0 0	28 0 0	Jan. & July
11,000	Grand Junction	100*l.* —	219*l.* & 215*l.*	12 0 0	June & Dec.
4,8494	Grand Union	100*l.* —	24 10 0	1 0 0	October
1,000	Grand Surrey	100*l.* —	—	—	Mar. & Sep.
120,000*l.*	Ditto (optional) Loan	—	70 0 0	4 0 0 per ct.	June & Dec.
5,086	Grand Western	100*l.* sh. all pd.	—	—	(& Dec.
600	Glamorganshire	Av. cost 172*l.* 13*s.* 4*d.*	230 0 0	13 12 8	Mar. Jun. Sep.
1,960	Gloucester and Berkley	100*l.* —	—	—	(& Dec.
269	Ditto (optional) Notes	60*l.* —	—	5 0 0 per ct.	—
749	Grantham	150*l.* sh.	202 0 0	10 0 0	May
6,238	Huddersfield	Av. 57*l.* 6*s.* 6*d.*	35 0 0	1 15 0	September
100	Kensington	100*l.* sh. all pd.	10 0 0	—	—
23,528	Kennet and Avon	Av. 39*l.* 18*s.* 10*d.* sh.	22 0 0	1 2 0	March & Sep.
14,6934	Lancaster	Av. 47*l.* 6*s.* 8*d.*	22 10 0	1 2 6	March
2,5974	Leeds and Liverpool	100*l.* —	550 0 0	20 0 0	May & Nov.
5457	Leicester	140*l.* —	190 0 0	12 0 0	Jan. & July
1,897	Leicester and Northampton	Av. 83*l.* 10*s.* —	77 0 0	4 10 0	June & Dec.
550	Liskeard and Looe Union	25*l.* —	25 0 0	5 0 0 per ct.	—
70	Loughborough	Av. 142*l.* 17*s.* —	—	110 0 0	Jan. & July
2,400	Monmouthshire	100*l.* —	200 0 0	10 0 0	June & Dec.
700	Montgomeryshire	100*l.* —	100 0 0	4 10 0	August
250	Melton Mowbray	100*l.* —	200 0 0	16 0 0	July
500	Mersey and Irwell	100*l.* —	580 0 0	25 0 0	October
3,000	Macclesfield	100*l.* sh. all pd.	54 0 0	1 10 0	—
247	Neath	100*l.* —	325 0 0	17 0 0	Jan. & July
103	Nene Navigation Bonds	100*l.* sh. 100*l.* pd.	100 0 0	—	January
1,786	Oxford	100*l.* sh.	580 0 0	30 0 0	March & Sep.
521	Oakham	120*l.* —	58 0 0	2 0 0	June & Dec.
2,400	Peak Forest	Av. about 78*l.* —	104 0 0	5 0 0	—
2,720	Portsmouth and Arundel	50*l.* —	—	—	—
21,418	Regent's (or London)	Av. 33*l.* 16*s.* 8*d.*	16 0 0	0 12 0	July
5,662	Rochdale	Av. 85*l.* —	124 0 0	6 0 0 per ct.	May
500	Shropshire	125*l.* —	140 0 0	8 0 0	June & Dec.
800	Somerset Coal	160*l.* —	155 0 0	9 10 0	—
	Somerset Lock Fund Stock	19*l.* 10*s.* sh.	11 5 0	4 10 0 per ct.	June & Dec.
700	Stafford and Worcester	140*l.* —	730 0 0	40 0 0	Jan. & July
500	Shrewsbury	125*l.* sh.	243 0 0	9 0 0	May & Nov.
300	Stourbridge	145*l.* —	263 0 0	8 0 0	Jan. & July
3,647	Stratford-on-Avon	Av. 79*l.* 9*s.* 8*d.* —	50 0 0	2 0 0	August
200	Strondwater	100*l.* —	—	21 0 0	May & Nov.
533	Swansea	100*l.* —	220 0 0	12 0 0	November
3,762	Severn and Wye, and Railway	Av. 35*l.* —	19 10 0	1 4 0	March & Sep.
1,300	Thames and Severn, black	100*l.* —	26 0 0	1 10 0	June
1,150	Ditto ditto, red	100*l.* —	32 10 0	1 10 0	—
2,500 ½ sh.	Trent and Mersey	½ sh. 50*l.*	560*l.* & 565*l.*	32 10 0	June & Dec.
350	Twistock (Mineral)	100*l.* —	—	2 0 0	March
8,149	Thames and Medway	Av. 19*l.* 5*s.* 8*d.* —	2 0 0	—	—
1000 sh. 1000 ½ sh.	Warwick and Birmingham	100*l.* —	260 0 0	15 0 0	May & Nov.
980	Warwick and Napton	100*l.* —	216 0 0	12 0 0	—
6,000	Worcester and Birmingham	Av. 78*l.* 8*s.* —	82 0 0	4 0 0	Feb. & Aug.
5,000	Wilts and Berks	Av. 67*l.* 10*s.* 8*d.* —	21 0 0	1 2 0	May
800	Wirley and Eslington	125*l.* —	75 0 0	3 0 0	January
126	Wisbeach	165*l.* —	45 0 0	—	—
905	Wey and Arun	110*l.* —	22 10 0	1 0 0	May
	DOCKS.				
2,660 & 1,065 ½ sh.	Commercial	100*l.* sh.	56 0 0	3 0 0 per ct.	Jan. & July
498,666*l.* 12*s.* 9*d.*	East India	Stock	—	6 0 0 per ct.	March & Sep.
124,666*l.* 18*s.* 2*d.*	Ditto Additional	—	—	4 0 0	—
1,038	East Country	100*l.* —	7 0 0	—	—
(& Dec. 3,238,310*l.* 5*s.* 10*d.*	London	Stock	56*l.* & 54*l.*	2 10 0 per ct.	June & Dec.
—	Ditto Bonds	—	—	—	—
1,580,000*l.*	West India	Stock	106 0 0	5 0 0 per ct.	June & Dec.
2,209	Bristol	Av. 147*l.* 9*s.* —	88 5 0	2 19 0	Dec. 1.
68,324*l.*	Ditto Notes	Various amounts	115 0 0	5 0 0 per ct.	May & Nov.
670	Folkestone Harbour	50*l.* —	—	—	—
Ab. 15,000*l.*	Ditto Bonds	Various amounts	—	5 0 0 per ct.	—
1,552,752	St. Katharine	Stock	87 15 0	4 0 0	Jan. & July
500,000	Ditto Bonds	—	—	4 10 0 —	5 Ap. & 5 Oct.
200,000	Ditto Bonds 1840	—	—	4 10 0 —	—
	Shoreham Harbour	—	101 10 0	4 0 0 —	—
2,500	Deptford Pier	20*l.* sh. 3*l.* pd.	—	—	Jan. Jul. 1831.
	ROADS.				
533	Archway and Kentish Town	Av. 30*l.* —	—	—	—
360	Barking	100*l.* sh.	22 10 0	0 18 0	—
1,000	Commercial	100*l.* —	90 0 0	1 5 0	January
2,000	Ditto East India Dock Branch	100*l.* —	59 0 0	5 0 0	Jan. & July
492	Great Dover Street	100*l.* sh. 70*l.* pd.	—	3 0 0 per ct.	—
2,593	Highgate Archway	Av. 30*l.* 7*s.* 10½*d.*	2 10 0	2 14 6	—
	BRIDGES.				
1,600	Hammersmith	50*l.* sh.	20 0 0	0 10 0	May
6,000	Metropolitan Suspension	30*l.* sh. 2*l.* pd.	—	—	Jan. & July
7,231					

Table of the principal Joint Stock Companies in England and Wales, —*continued.*

No. of Shares.	Description of Companies.	Amount of Shares paid up.	Price per Share.	Dividends per Annum.	Dividends Due.
			L. s. d.	*L. s. d.*	
1,700	Southwark, New, of 7½ per cent.	50*l.* sh.	14 0 0	2 0 0 per ct.	December
5,000	Waterloo	100*l.* —	4 0 0		
5,000	Ditto old Ann. of 8*l.*	60*l.* pd.	35 0 0	0 18 8	Feb. & Aug.
5,000	Ditto new ditto of 7*l.*	40*l.* —	15 0 0	0 16 4	—
60,000*l.*	Ditto Bonds	—	118 0 0	5 0 0 per ct.	—
9,943	Vauxhall	Av. 70*l.* 10*s.* 3*d.* sh.	16 10 0	0 17 0	June & Dec.
	ASSURANCE COMPANIES.				
3,000	Albion	500*l.* sh. 50*l.* pd.	78 0 0	3 10 0	December
50,000	Alliance, Brit. and For.	100*l.* — 10*l.* 12*s.* —	12*l.* 10*s.* & 11*l.* 10*s.*	5*l.* p.ct. & 15*s.* bs.	April & Oct.
50,000	Ditto Marine	100*l.* — 5*l.* —	5 15 0	6 0 0 per ct.	January
24,000	Atlas	50*l.* — 3*l.* —	13 10 0	0 12 6 per sh.	July
1,200 sh.	Birmingham Fire	250*l.* — 55*l.* —	105 0 0	5 0 0	May
20,000	British Fire	250*l.* — 50*l.* —	41 0 0	4 0 0 per ct.	March & Sep.
15,000	British Commercial	50*l.* — 5*l.* —	6 2 6	0 0 0 —	June & Dec.
5,000	Clerical, Med. & Gen. Life	100*l.* — 2*l.* 10*s.* —	3 6 8	5 0 0 —	August
4,000	County	100*l.* — 10*l.* —	42 0 0	2 10 0	December
20,000	Eagle	50*l.* — 5*l.* —	6 0 0	0 5 0	October
200	Economic Life	1,000*l.* — 250*l.* —	375 0 0	5 p. ct. & 30*l.* bs.	Jan. & July
74,574	European Life	50*l.* — 20*l.* —	22 0 0	1 2 0	—
50,000	Ditto New	20*l.* — 2*l.* —	2 2 0	0 2 0	—
1,000,000*l.*	Globe	Stock	155 0 0	7 0 0 per ct.	June & Dec.
20,000	Guardian	100*l.* — 27*l.* 10*s.* —	52 0 0	5 0 0 —	July
40,000	Hope	50*l.* — 5*l.* —	5 17 6	0 6 5	March & Sep.
8,400	Imperial Fire	500*l.* — 50*l.* —	125 0 0	5 7 6	June & Dec.
7,500	Imperial Life	100*l.* — 10*l.* —	10 0 0	0 9 0	June
13,458	Indemnity Marine	100*l.* — 6*l.* 13*s.* 6*d.* —	16 5 0	5 7 6	August
2,000	Kent Fire	50*l.* — 50*l.* —	92 0 0	3 10 0	Feb. & Aug.
	Ditto Life	—	79 0 0	3 0 0	—
10,000	Law Life	100*l.* sh. 10*l.* —	28 0 0	0 16 0	April
5,000	London Fire	25*l.* — 12*l.* 10*s.* —	15 5 0	0 10 0	March & Sep.
5,000	London Ship	25*l.* — 12*l.* 10*s.* —	15 5 0	0 10 0	—
10,000	Marine	100*l.* sh. 5*l.* —	9*l.* 10*s.* & 9*l.*		
31,000	National Life	100*l.* — 5*l.* —	- -	8 0 0 per ct.	July
30,000	Palladium Life	50*l.* — 2*l.* —	2 8 0	5 0 0 per ct.	Jan. & July
50,000	Protector Life	1*l.* pd.	0 18 6		
2,500	Provident Life	100*l.* — 10*l.* —	20 0 0	1 0 0	June
100,000	Rock Life	20*l.* — 2*l.* —	6 0 0	5 0 0 per ct.	October
680,219*l.* 17*s.* 10*d.*	Royal Exchange	Stock	220 0 0	5 0 0 p.ct.bs.	June & Dec.
	Sun	—	210 0 0	—	—
6,000	University Life	100*l.* sh. 5*l.* pd.	- -	5 0 0 per ct.	July
50,000	United Kingdom Life	20*l.* — 2*l.* —	- -	4 0 0 —	Jan. & July
5,000	Universal Life	100*l.* — 5*l.* —	- -	5 0 0 —	May
	JOINT STOCK BANKS.				
25,000	Agricultural and Com. Ireland	25*l.* sh. 10*l.* pd.	38 15 0		
5,000	Australasia	40*l.* sh. 40*l.* pd.	57 0 0		
10,000	Bank of Birmingham	50*l.* — 10*l.* —	- -	10 0 0 per ct.	March
10,000	Birmingham Bank	50*l.* — 5*l.* —	- -	10 0 0 —	—
	British North American	10*l.* —			
	Colonial	100*l.* sh. 10*l.* —	8*l.* 10*s.* to 7*l.*		

No. of Shares.	Description of Companies.	Amount of Shares paid up.	Price per Share.	Dividends per Annum.	Dividends Due.
			L. s. d.	*L. s. d.*	
10,000	Foreign Banking Company	5*l.* pd.	- -	- -	
10,000	Hibernian	100*l.* sh. 25*l.* —	- -	- -	
30,000	London and Westminster	100*l.* — 20*l.* —	20*l.* & 10*s.* & 20*l.*	4 0 0 per ct.	
	London Joint Stock	7*l.* —	6 10 0	- -	
5,000	Lancaster	100*l.* — 50*l.* —	- -	4 0 0 —	August
25,000	Liverpool	100*l.* — 10*l.* —	- -	2 0 0 —	Jan. & July
50,000	Manchester and Liverpool Dis.	100*l.* — 15*l.* —	- -	6 0 0 —	March
20,000	Manchester	100*l.* — 25*l.* —	- -	7 10 0 —	October
25,000	Monmouthsh. & Glamorganish.	20*l.* — 5*l.* —	- -	0 0 0 —	—
20,000	Provincial Bank of Ireland	100*l.* — 25*l.* —	42 0 0	3 0 0 —	Jan. & July
4,000	Ditto New	10*l.* sh. 10*l.* —	- -	8 0 0 per ct.	—
20,000	National Bank of Ireland	50*l.* — 12*l.* —	13 0 0	- -	—
10,000	National Provincial England	100*l.* — 25*l.* —	- -	5 0 0 per ct.	—
80,000	Northern & Central Bank of Eng.	10*l.* sh. all pd.	- -	- -	31 Dec.
20,000	North and South Wales	20*l.* sh. 5*l.* pd.	- -	7 0 0 —	—
10,000	Gloucestershire	50*l.* — 10*l.* —	- -	- -	Feb. & Aug.
6,000	Hampshire	50*l.* — 5*l.* —	- -	10 0 0 per ct.	August
50,000	West of Eng. & S. Wales Dis.	20*l.* sh. 10*l.* —	- -	- -	—
20,000	Wilts and Dorset	15*l.* — 7*l.* 10*s.* —	- -	- -	—
	GAS LIGHT AND COKE COMPANIES.				
2,500	Bath	20*l.* sh. 16*l.* pd.	24 0 0	1 5 6	Mar. & Sep.
600	Bradford	25*l.* sh.	- -	10 0 0 per ct.	—
5,000	British	10*l.* sh. 16*l.* pd.	22 10 0	- -	May
5,000	Ditto Provincial	20*l.* — 12*l.* —	23 0 0	5*l.* p.ct. & bs. 5*s.*	November
928	Birmingham	50*l.* sh.	- -	5 10 0	March & Sep.
2,400	Birmingham and Staffordshire	50*l.* sh. 50*l.* pd.	- -	4 0 0	—
660	Brentford	50*l.* sh.	30 0 0	4 0 0 per ct.	April
4,250	Bristol	20*l.* —	- -	2 0 0	Feb. & Aug.
1,500	Brighton	20*l.* —	13 0 0	3 10 0	—
750	Ditto New	20*l.* sh. 18*l.* pd.	12 0 0	3 10 0	—
2,471	Brighton General	20*l.* sh. all pd.	18 0 0	4 10 0 per ct.	May & Nov.
240	Canterbury	50*l.* sh.	60 0 0	6 0 0 —	Jan. & July
365	Carlisle	25*l.* sh.	- -	1 5 0	—
4,000	Continental Consolidated	100*l.* sh. 62*l.* 10*s.* pd.	95 0 0	4 0 0	—
240	Canterbury	50*l.* sh.	60 0 0	6 0 0 per ct.	Jan. & July
	Chelmsford	50*l.* —	42 0 0	4 0 0 —	December
500	Cheltenham	50*l.* —	75 0 0	8 0 0 —	April & Oct.
1,000	City of London	100*l.* sh. 100*l.* pd.	180 0 0	10 0 0	March & Sep.
1,000	Ditto new	100*l.* — 60*l.* —	112 0 0	6 0 0	June & Dec.
800	Coventry	25*l.* sh.	25 0 0	- -	—
200	Derby	50*l.* —	- -	- -	—
160	Dover	50*l.* —	- -	2 10 0	—
600	Dudley	20*l.* —	20 0 0	5 0 0 per ct.	—
240	Exeter	50*l.* —	- -	5 0 0 —	—
4,000	Equitable	50*l.* sh. 42*l.* 10*s.* pd.	36 0 0	4 10 0	April & Oct.
10,000	Imperial	50*l.* sh.	42 15 0	2 10 0 per ct.	—
85,000	Ditto Bonds	100*l.* —	- -	4 0 0 —	—
4,000	Ipswich	50*l.* —	- -	6 12 0	—
800	Isle of Thanet	25*l.* sh. 20*l.* pd.	20 0 0	5 0 0 per ct.	August
2,550	Independent	30*l.* — 20*l.* —	50 0 0	6 0 0 —	April & Oct.
240	Leicester	50*l.* sh.	- -	1 0 0 —	—

Table of the principal Joint Stock Companies in England and Wales, — *continued.*

No. of Shares.	Description of Companies.	Amount of Shares paid up.	Price per Share.	Dividends per Annum.	Dividends Due.
			L. s. d.	*L. s. d.*	
500	Liverpool	242*l.* 18*s.* pd.	- - -	22 0 0 per ct.	
200	Maidstone	50*l.* sh.	100 0 0	5 0 0 —	Feb. & Aug.
9,000	Phœnix	50*l.* sh. 30*l.* pd.	21 0 0	3 0 0 —	June & Dec.
1,000	Ratcliffe	100*l.* — 80*l.* —	- - -	4 0 0 —	March & Sep.
480	Rochdale	25*l.* — 15*l.* —	- - -	7 0 0 —	
4,000	South Metropolitan	50*l.* — 19*l.* —	19 0 0		
1,600	Sheffield	25*l.* — 16*l.* 5*s.* —			Feb. & Aug.
1,000	Shrewsbury	10*l.* sh.	- - -	0 12 0	January
120	Swansea	50*l.* —	- - -	- - -	September
8,200	United General	50*l.* sh. 50*l.* pd.			Jan. & July
240	Warwick	50*l.* sh.	50 0 0	5 0 0 —	—
400	Wakefield	25*l.* —	22 10 0	1 5 0	—
750	Warrington	20*l.* —	22 10 0.	1 0 0	October
12,000	Westminster Chartered	50*l.*	49*l.* ex. div.	3 0 0	June & Dec.
6,000	Ditto New	50*l.* sh. 10*l.* pd.	10 0 0	0 12 0	—
200	Worthing	50*l.* sh.	- - -	5 0 0 per ct.	August
800	Yarmouth	20*l.* — 18*l.* —	9 0 0		
	WATER-WORKS.				
4,800	Birmingham	25*l.* sh. 25*l.* pd.	24 5 0	0 9 0	
121	Colchester	100*l.* sh.			
4,445	East London	100*l.* —	136 10 0	6 0 0	Jan. & July
5,000	Grand Junction	Av. 41*l.* 15*s.* 4*d.* —	51 10 0	2 10 0	—
2,000	Kent	100*l.* —	45 0 0	2 10 0	—
572	Liverpool Bootle	220*l.* —	305 0 0	10 0 0	January
1,300	New River London Bridge Water Annuities	-	58 0 0	2 10 0	April & Oct.
6,456	Manchester and Salford	Av. 30*l.* —	53 0 0	1 15 0	March
1,500	Portsmouth and Farlington	50*l.* —	1 0 0	- - -	
500	Ditto (New)	50*l.* —	24 0 0	1 0 0	March
8,000	Ramsgate	10*l.* sh. 8*l.* pd.	10 0 0	- - -	
1,000	Vauxhall, late South London	100*l.* —	83 0 0	4 0 0 per ct.	April & Oct.
5,294	West Middlesex	Av. 63*l.* 12*s.* 9*d.* —	80*l.* & 79*l.* 15*s.*	3 0 0	June & Dec.
1,500	York Building Company Lesser Prop.	100*l.* —	35 0 0	1 14 0	April & Oct.
	IRON RAILWAYS.				
2,500	Aylesbury	20*l.* sh. 1*l.* pd.			
	Birmingham and Derby	5*l.* —	7*l.* & 8*l.* & 7*l.* 10*s.* & 8*l.*		
9,500	Birmingham and Gloucester	5*l.* —			
7,500	Birm., Bristol, & Thames Junc.	20*l.* sh. 1*l.* —			
660	Bolton and Leigh	100*l.* sh.	100 0 0		
600	Bristol and Exeter	100*l.* sh. 5*l.* pd.	3 0 0		
500	Canterbury and Whitstable	50*l.* —	—		
350	Cheltenham	100*l.* sh.			
7,500	Cheltenham & Gt. Western	100*l.* sh. 7*l.* 10*s.* pd.	5 5 0		
14,000	Cheltenham, Oxford, and Tring	100*l.* sh. 5*l.* —	5 0 0		
3,000	Clarence	100*l.* sh. all pd.	3 10 0		
12,000	Commercial, Blackwall	50*l.* — 3*l.* —	- - -		
1,600	Cromford and Peak Forest	100*l.* —	- - -		
8,000	Dublin and Kilkenny	100*l.* sh. 2*l.* 10*s.* —	2 0 0		
7,500	Durham South West Junction	20*l.* sh. 5*l.* —			

No. of Shares.	Description of Companies.	Amount of Shares paid up.	Price per Share.	Dividends per Annum.	Dividends Due.
			L. s. d.	*L. s. d.*	
60,000	Eastern Counties	25*l.* sh. 2*l.* pd.	1*l.* 17*s.* 6*d.* & 2*l.* & 1*l.* 15*s.* & 2*l.*		
2,500	Forest of Dean	50*l.* —	25 0 0	0 19 0	
800	Durham Junction	100*l.* — 10*l.* —			
2,800	Glasgow and Falkirk Junction	50*l.* — 3*l.* —			
-	Grand Junction	100*l.* — 60*l.* —			
					Feb. & Aug.
25,000	Great Western	100*l.* — 30*l.* —	43*l.* & 2*l.* 10*s.* & 41. 10*s.* & 3*l.*		
	Great North of England	- 2*l.* —			
	Great Northern	100*l.* — 2*l.* —			
2,000	Hartlepool	100*l.* — 100*l.* —			
8,000	Hull and Selby	50*l.* — 5*l.* —			
5,100	Leeds and Selby	- 100*l.* sh.			
1,500	Leicester and Swannington	50*l.* sh. all pd.			
5,100	Liverpool and Manchester	100*l.* —	-	10 0 0 per ct.	
	Ditto Quarter Shares	- 25*l.* pd.			
12,000	London and Blackwall	50*l.* — 3*l.* —	1*l.* 12*s.* & 13*s.* 6*d.*		
20,000	London and Greenwich	50*l.* — 20*l.* —	22*l.* 5*s.* & 17. 10*s.*	5 0 0 per ct.	April & Oct.
25,000	London and Birmingham	100*l.* — 70*l.* —	135*l.* & 140*l.*		
20,000	London and Southampton	50*l.* — 30*l.* —	27*l.* & 5*l.* 15*s.* & 24*l.* 5*s.* & 10*s.*		
7,000	London and Croydon	20*l.* — 13*l.* —			
12,000	London Grand Junction	50*l.* — 2*l.* —	1*l.* 10*s.* & 5*s.* & 10*s.*		
10,000	Manchester and Leeds	100*l.* — 8*l.* —	15 0 0		
1,600	Manchester and Oldham	100*l.* — 3*l.* —			
10,000	Manchester South Union	100*l.* — 2*l.* —	3*l.* 2*s.* 6*d.* & 17. 6*d.* & 12*s.* 6*d.* & 4*l.*		
	Midland Counties	50*l.* — 5*l.* —			
	North Midland	10*l.* —	14*l.* 10*s.* & 17*l.* & 16*l.*		
	Northern and Eastern	100*l.* sh. 6*l.* pd.	3 10 0		
2,500	Preston and Wigan	20*l.* pd.			
2,600	Preston and Wyre	20*l.* — 18*l.* —			
4,000	Sheffield and Rotherham	25*l.* — 6*l.* —			
5,000	South Durham	50*l.* sh. 2*l.* 10*s.* —			
28,600	South Eastern and Dover	- 2*l.* —	2*l.* & 10*s.* & 5*l.* & 10*s.*		
	South Midland	50*l.* sh. 1*l.* pd.			
40,000	South Western (Stephenson's)	50*l.* — 1*l.* —			
1,000	Stockton and Darlington	- 100*l.* sh.	- - -	6 0 0 per ct.	
	Stanhope and Tyne	100*l.* — all pd.			
1,500	Thames Haven	50*l.* — 10*s.* —			
9,000	Victoria	25*l.* — 1*l.* —			
6,000	York and North Midland	50*l.* — 3*l.* —			
6,000					
	MINES.				
8,000	Albion Copper	- 5*l.* sh. 3*l.* pd.			
4,000	Alten	15*l.* sh. 12*l.* 10*s.* —	13*l.* & 10*s.*		
10,000	Anglo Mexican, 1*s.* 5*l.* pm.	100*l.* sh. all pd.			

Table of the principal Joint Stock Companies in England and Wales, — *continued.*

No. of Shares.	Description of Companies. Amount of Shares paid up.	Price per Share.	Dividends per Annum.	Dividends Due.	No. of Shares.	Description of Companies. Amount of Shares paid up.	Price per Share.	Dividends per Annum.	Dividends Due.
		L. s. d.	L. s. d.				L. s. d.	L. s. d.	
	Anglo Mexican Subscription - 25*l.* pd.					LITERARY INSTITUTIONS.			
	Bisaoe Bridge - - 5*l.* sh. 4*l.* —								
2,000	Bolanos - - 150*l.* sh. all —				1,000	London, with Bronze Ticket - 75 gs. sh.	20 10 0		
2,000	Boringdon Park - 20*l.* sh. 1*l.* 10*s.* pd.				1,500	London University - 100*l.* sh. all pd.	23 10 0		
10,000	Brazilian Imp., iss. 5*l.* pm. - 5*l.* sh. 20*l.* pd.	- - -	1 10 0	May & Nov.	700	Russell - - - 50 gs. sh.	9 0 0		
6,000	Ditto Macaubas & Cocos 25*l.* — 20*l.* 10*s.* —	8*l.* & 7*l.*				King's College - - - 100*l.* pd.	32 0 0		
17,000	Ditto St. John del Rey 20*l.* — 8*l.* 10*s.* —	2 16 0							
	Cata Branca - - - 6*l.* 10*s.* —								
	Candonga - - - - 7*l.* 10*s.* —					MISCELLANEOUS.			
6,000	Cornwall Great United - - 5*l.* —				10,000	Anglo-Mexican Mint - 10*l.* sh. 10*l.* pd.	- - -	0 12 0	
10,000	Copiapo - - 20*l.* sh. 12*l.* 10*s.* pd.	- - -	1 0 0		10,000	Anti Dyrot Company 17*l.* 10*s.* sh. 12*l.* 10*s.* —	12 15 0		
10,000	Bolivar Copper Company - 20*l.* sh. 20*l.* —				10,000	Australian Agricultural - 100*l.* — 25*l.* 10*s.* —	- - -	0 15 0	
10,000	Ditto Scrip - - - 10*l.* — 8*l.* —					Auction Mart - - - 50*l.* sh.			
20,000	British Iron Company - 50*l.* — 50*l.* —	- - -	- - -	April & Oct.	20,000	British Alkali - - - 20*l.* pd.			
6,000	British Copper - - - 5*l.* — 4*l.* —				8,600	British Agricultural Loan Com. 105*l.* sh. 5*l.* —			
8,500	Columbian, iss. 5*l.* pm. - 55*l.* — 55*l.* —					British Rock and Patent Salt - 50*l.* — 35*l.* —	- - -	1 0 0	Apr. & Oct.
1,500	Ditto New - - - 11*l.* — 11*l.* —					British Annuity - - - 50*l.* sh.	- - -	- - -	Jan. & July
10,000	East Cornwall Silver 5*l.* sh. 2*l.* 5*s.* —				6,000	British American Land Company - 18*l.* pd.	- - -	4 0 0 —	March & Sep.
2,850	English - - - 12*l.* 10*s.* —	- - -	3 0 0	May & Nov.	10,000	Canada Company - 100*l.* sh. 25*l.* —	- - -	6 0 0 —	Jan. & July
1,150	Ditto New Scrip - - 25*l.* sh. 19*l.* —				200,000	Upper Canada Bonds - - -	- - -	5 0 0 —	—
20,000	General Mining Association - 20*l.* sh. 15*l.* —	9 0 0				City Bonds, 4 per cent. - -			
10,000	Hibernian - - - 50*l.* — 10*l.* 10*s.* —					Central America (Land) - - 30*l.* — 20*l.* —			
6,155	Mexican Company - 100*l.* — 54*l.* 10*s.* —				75	Covent Garden Theatre, Renters - 500*l.* sh.	—	25 0 0 & ad.	
20,000	Mining Company of Ireland 25*l.* — 7*l.* 10*s.* —				300	Drury Lane ditto - - 600*l.* —			
3,000	Polberon Consols - - 10*l.* sh. 10*l.* pd.	6 0 0			2,122	Ditto, Proprietors - - 100*l.* —	5 0 0		
1,000	Penates - - - 12*l.* — 12*l.* —				2,500	Essex Marine Salt - 20*l.* sh. 6*l.* pd.			
	Ditto Subscription - - 1*l.* 10*s.* —				1,000	Equitable Discount Society 100*l.* — 20*l.* —	- - -	7 0 0 per ct.	April & Oct.
11,500	Real del Monte, Registered - Av. 65*l.* 10*s.* 6*d.*				15,000	General Steam Navigation - 15*l.* — 15*l.* —	25 0 0	- - -	March & Sep.
	Ditto, Unregistered - -	15 10 0				Hudson's Bay Stock - - -	- - -	10 0 0 per ct.	Jan. & July
	Ditto, New - - 4*l.* 10*s.* pd.				10,000	Irish Waste Land Company 50*l.* — 1*l.* —			
	Ditto Loan Notes - - 150*l.* —				8,000	London Reversionary Int. Society 50*l.* — 5*l.* —			
5,000	Redmoor Consolidated 5*l.* sh. 3*l.* 10*s.* pd.				10,000	Mexican and South American 10*l.* — 5*l.* —			
10,000	Rhymney Iron - - 50*l.* sh. 20*l.* —	15*l.* & 10*s.*			10,000	Ditto New - - - 10*l.* — 1*l.* —			
30,000	United Mexican, iss. 2*l.* pm. - 40*l.* — 40*l.* —	3 5 0			2,000	London Com. Sale Rooms - Av. 75*l.* sh.	20 0 0	1 0 0	
	Ditto Scrip - - -					New Corn Exchange - - -			
	Ditto Subscription - - - 2*l.* —					New Brunswick (Land) - 28*l.* pd.			
	Ditto New Scrip - - - 5*l.* —				6,000	Patent Purifying Sea Water - 10*l.* sh. 4*l.* —			
5,000	Unionfield, iss. 21*l.* 5*s.* p., 22*l.* 10*s.* sh. 7*l.* 17*s.* 6*d.* p.	20 15 0			10,000	Rio Doce - - - 25*l.* — 2*l.* —			
	West Cork - - - 50*l.* sh. 50*l.* 0*l.*				2,734	Reversionary Int. Society - 100*l.* — 100*l.* —	150 0 0	5 0 0 per ct.	Jan. & July
5,000	Wheal Brothers - - - 20*l.* sh.				2,633	Ditto New - - - 100*l.* — 80*l.* —	80 0 0	5 0 0 —	—
2,000	Ditto East - - - -	8 0 0			10,000	South Australian - - 80*l.* — 5*l.* —			
	Ditto West - - - - 2*l.* —					Thames and Isis - - 100*l.* —		5 0 0 —	
					4,000	Thames Tunnel - 50*l.* sh. all pd.			
					10,000	Van Diemen's Land - 100*l.* — 17*l.* pd.	13 18 0		

SHIPS (Classification, Qualifications of Masters of, &c.). — There is in the *Dict.*, p. 1268., an account of the annual average number of shipwrecks from 1798 to 1829, with a classified account of those in the last year. Since then, the number of these calamities has in no degree diminished. The following account, compiled from Lloyd's books, shows the amount of shipwreck, in so far as it can be ascertained, from the 1st of January, 1832, to the 30th of June, 1836.

Statement of the Number of Vessels lost, abandoned, broken up, &c.

	British.		Foreign.		Total.	
	No. of Ships.	Average Tonnage.	No. of Ships.	Average Tonnage.	No. of Ships.	Average Tonnage.
In 1832, actual losses, &c. from Lloyd's books -	345	unknown	129	unknown	464	unknown
In 1833, actual losses, &c. from Lloyd's books -	626	ditto	185	ditto	811	ditto
In 1834, losses, &c. 1st of January to 31st of December, from office book, Lloyd's list, and other sources, surveyors, &c. - -	452	113,184	158	41,396	590	154,580
In 1835, losses, &c. 1st of January to 31st of December, from office book, Lloyd's list, and other sources, surveyors, &c. - -	594	121,770	158	32,390	752	154,160
In 1836, losses, &c. 1st January to 31st of June, from Lloyd's list, and other sources - -	284	50,968	115	20,355	399	70,623

This account must not, however, be taken as fairly representing the total loss from shipwreck. The return as to foreign losses is too defective to be of the least value; and even as respects British shipping, such losses only are taken into account as are entered upon Lloyd's books, whereas it is well known that very many vessels are annually lost that are not entered in these books, and of which, consequently, no account is kept.

But, such as it is, the above account shows, estimating the value of the wrecked ships and cargoes at the moderate rate of 18*l.* a ton, that the pecuniary loss arising from the shipwreck of British vessels, in 1835, amounted to the immense sum of 2,191,860*l.* (121,770 × 18). But the loss of property is less afflicting than the loss of life. In 1833, the crews of 38 ships were entirely drowned, while those of very many more partially shared the same fate. But, owing to the extent to which emigration has of late years been carried, and especially to the numbers of poor emigrants ready to embark in any ship, provided they get a cheap passage, the loss of crews is no criterion of the loss of life occasioned by shipwreck. Thus, in 1834, no fewer than 731 emigrants, bound for Canada, lost their lives by shipwreck, principally in the gulph and river of St. Lawrence (see *antè*, art. Emigrants); and within the last two years there has been a still more lamentable waste of life, in consequence of the loss of convict ships bound for Australia. The frequency and amount of shipwreck is, indeed, quite appalling; and has at length begun forcibly to attract the public attention.

It may be thought, perhaps, that these disasters are wholly ascribable to the perils incident to navigation, and that they are not really greater than might be expected to occur to a mercantile navy so extensive as that of England, whose flag is displayed on every sea, however remote or dangerous; but such is not really the case. If we suppose that a *third part* of the wrecks that have taken place of late years have been occasioned by the dangers of the sea, we believe we shall not be within, but beyond, the mark. The other *two thirds*, or more, have originated in artificial causes, of which the principal have been the erroneous system adopted by the underwriters in the classification of ships, and the incompetency of the masters.

1. *Old System for classifying Ships.* — To insure a ship on right principles, or in such a way that the premium shall be the fair equivalent of the risk, is no easy matter. The risk depends partly on the condition of the ship and the capacity of the master and crew; partly on the nature of the cargo she is to take on board; and partly on the voyage she has to perform. The last two circumstances disclose themselves, and their influence may be appreciated, at least with sufficient accuracy for practical purposes, without any difficulty; but it is far otherwise with the condition of the ship, and the capacity of the master and crew. It is essential to the adjusting of an insurance on fair terms, that these should be known; and it is, at the same time, exceedingly difficult to acquire any accurate information with respect to them.

It is plain that there is but one mode in which any thing satisfactory can be learnt with respect to the condition of ships, and that is, by the inspection and examination of persons of competent information as to such matters. To acquire a just character at first, a ship should be repeatedly surveyed while she is being built; and to learn her condition at any subsequent period, some of the planks should be taken off, and her hull and rigging subjected to a thorough examination. This is the only method to be followed if we wish to arrive at results that may be safely depended on. The *age* of a ship should not be altogether overlooked in estimating her condition; but it is not a criterion that, taken by itself, is worth almost any thing. There is the greatest possible difference in

the materials of which different ships are built, in the way in which they are built, and in the wear and tear to which they are exposed. Some have been so very bad, that they have actually gone to pieces on their first voyage; others, with difficulty, last for 3, 4, or 7 years; and others, again, run for 10, 15, and even 20 years, and upwards, with but little repair. It may be presumed that the condition of ships built of similar materials, on the same plan, and employed in the same departments of trade, will depend materially on their ages: but a thousand circumstances conspire to defeat this presumption; and it would be ludicrous to suppose that it should apply at all in the case of ships constructed of different materials, and engaged in different lines.

But notwithstanding the criterion of age is thus really worth less than nothing as a rule by which to judge of a ship's condition, it is almost the only one that has been referred to in this country. From about the year 1760, or perhaps earlier, down to 1834, ships were arranged, by the underwriters at Lloyd's, in classes marked by the letters A, E, I, and O, and the figures 1, 2, and 3; the former referring to the hull of the ship, and the latter to the rigging. A ship marked A 1. was in the highest class, that is, her hull and rigging were both declared to be in the best condition; ships marked E 1. were in the next class; those marked I 1. were in the lowest available class, or that formed of such as were fit only for carrying coals, or other goods not liable to sea damage along the coast; ships marked O were unseaworthy. But to get into the highest class, no examination of the ship, or none worthy of the name, was required. Unless some very flagrant defect were obvious in their construction, all ships were entitled, when new, to be marked in the highest class; and they were entitled, whatever might be their real condition, to stand in it for a certain number of years, varying from 6 to 12, according to the *port* in which they happened to be built! It is not easy to imagine that any thing can be more absurd than such a classification; but the whole extent of the injury arising from it is not immediately obvious. The great majority of merchants and underwriters have not, and could not be expected to have, any personal knowledge of different ships, and have nothing to trust to but the classified accounts. Suppose, now, that two ships were built at the same time in London or any other port; that one was constructed of the best materials, and in the best way, while the other was constructed of the worst materials, and in the most defective manner: these two ships were placed side by side in the class A 1.; the underwriters, seeing them there, were ready, without further inquiry, to insure them at the *same premium*, and the merchants were, for the same reason, quite as willing to employ the one as the other! A bounty was thus given on the construction of what have been called *slop-built* ships, or ships of an inferior class. For a half, or, at most, two thirds, of what would be required to construct a good and really sufficient ship, a shipowner got an inferior vessel of an equal burthen sent to sea; and, owing to the matchless absurdity of the system of classification, the inferior was placed in the same rank with the superior ship; enjoyed all the advantages such distinction could give; and was, in the public estimation, deemed quite as good and as deserving of employment as the other. This has been a more copious source of shipwreck than all the currents, rocks, and fogs that infest our seas; but it was not the only one. At the end of a certain number of years, depending (as already stated) on the port where the ship was built, both the vessels referred to above were degraded to the class E; and yet it might happen, that the superior ship was, when so degraded, better entitled to continue in the class A than the inferior ship was ever to be in it. But even this does not exhaust the whole absurdity of this preposterous scheme; for supposing that the superior ship had been so thoroughly repaired as to be as good as the day she came off the stocks, and that the inferior ship had got no repair at all, still they were both placed, side by side, in the class E! All the annals of all the maritime nations of the world, from the Phœnicians downwards, furnish no example of a more perverse, contradictory, and absurd regulation. That it should have existed amongst us for the greater part of a century, strikingly exemplifies the power of habit to procure toleration for the most destructive practices and errors.

It may be said, perhaps, that, whatever system of classification is adopted, there must be great numbers of inferior vessels; for, though we did not, foreigners would build them; and, being consequently able to sail them cheaper, would drive us totally out of all trades in which they could come fairly into competition with us. This is true; but no one ever thought of proscribing inferior ships, or of dictating to the shipowner what sort of ships he should build, or to the merchant what sort he should employ. We do not object to inferior ships, but we do object to the *same character* being given to them that is given to superior ships. This is practising a gross fraud upon the public; and gives an unfair and unjust advantage to the owners of inferior vessels. The interests of navigation and of humanity imperatively require that ships should be correctly classified; that those that are not seaworthy should not be classed with those that are, but that the *real state* of each should be distinctly set forth in the register, and be made known to every one. If this be done, the merchant and the underwriter may be safely left to deal with them as they think fit.

In consequence mainly of the laudable exertions of Mr. Marshall, the attention of the principal merchants, shipowners, underwriters, &c. of the metropolis was some years ago directed to this subject; and in 1824 a committee, consisting of representatives from these different bodies, was appointed to inquire into and report on it. The committee collected a great deal of valuable evidence; and laid an able report before a general meeting of merchants, shipowners, &c. on the 1st of June, 1826. We subjoin an extract from this report, which more than bears out all that we have stated:—

"From the absence of all control on the original construction of ships while building, and the impossibility of ascertaining by any inspection, after completion, their real quality, it appears to be indisputably proved, by an almost uniform concurrence of testimony, that the first character, or A 1, is indiscriminately extended to ships differing widely in strength, durability of materials, and all those qualities on which character ought to be dependent; that many ships to which the first class is assigned are decidedly inferior to others which are placed, from lapse of time alone, in a lower class; that many become totally unfit for the conveyance of dry cargoes, long before the expiration of the period during which they are entitled, according to the present system, to remain on the first letter, in which they are notwithstanding continued; that instances are on record of first class ships which have been unfit from their origin for the conveyance of dry cargoes; and some are declared to have been hardly fit, when new, to proceed to sea with safety. One case is even adduced in which, from ill construction and insufficiency of fastening in a new ship, her insecurity was predicted, and she actually foundered on her first voyage; and yet this identical vessel was ranked according to the indiscriminate system pursued in the first class.

"Such, as respects new ships appears, by the evidence to be the practical results of a system which assuming to designate by marks their intrinsic quality, provides no means of actually ascertaining that quality; but offers, in effect, *a premium for the building of inferior and insufficient ships*, by the inducement it holds forth to fraudulent construction, and by the equality of character it indiscriminately extends to the best and the worst ships built at the same port.

"Nor, your committee regret to have to report, is the evidence of the errors, inconsistencies, and evils arising from the existing system, as applied to old ships, by any means less conclusive. By the *refusal to restore character, in consequence of repairs, however extensive*, the inducement to maintain ships in an efficient state is removed; whilst, from the absence of all regular provision for stated or periodical examination, their efficiency or inefficiency is rendered dependent upon the varying views, the caprices, or the interests of the proprietors. Hence, though the second character, or E, is declared by the rules of the system to be the designation of ships which, having lost the first character from age, are kept in perfect repair, and appear, on survey, to have no defects, and to be completely calculated to carry dry cargoes with safety, the whole body of evidence distinctly proves that character to be, in very numerous instances, assigned to ships which, from original defect or want of requisite repairs, are *utterly unfit and unsafe* for dry cargoes; while others, which, from sound constitution or efficient reparation, are pronounced in the evidence to be superior to many new ships, are indiscriminately classed with the actually worthless and unseaworthy. Hence, too, the employment of ships, after they have passed the period prescribed by a fallacious standard of classification, becomes uncertain, precarious, and difficult; the shipowner is injured; the shipper and underwriter misled; the building of superior ships, capable of long service, is discouraged; and direct inducement is held out to the construction of those of an inferior description; the general character of our mercantile marine is degraded; and it is to be feared that, could the system be traced to its ultimate results, it would be found to be productive of a lamentable loss of property and life."

It may have seemed surprising that, despite the continued complaints of the lowness of freights, and the want of employment for shipping, so many new ships should be annually built. But this was, to a considerable extent at least, occasioned by the system of classification now described. Hitherto, instead of building a really good and durable ship, the principal object has been to construct one that should, at furthest, be, as the phrase is, *run off her legs* in about 10 years or thereby. The reason is, that, whatever might be a ship's condition, she was then degraded from the class A 1, and that it was hardly possible, in most departments of trade, to find a merchant to employ, on any thing like reasonable terms, a ship to which these symbols of imaginary excellence were not attached. Hence the shipowner, instead of repairing his 10-years-old ship, sold her for what she would fetch, and built a new one. But the person who purchased the ship degraded to E 1, forced her, though at an enormous reduction, into business; so that there were two bad or inferior ships in the field; whereas, under a reasonable system of classification, there would have been only one good ship. The injury that this has done to the shipping interest is too obvious to require to be pointed out. It has been infinitely more hostile to it than all those reciprocity treaties, and that foreign competition, about which there has been so much unfounded clamour. "If the system of classification were founded on the principle of *intrinsic merit*, if the real efficiency of the ship formed the basis on which character was given, the consequence, in numerous instances, would be, that, instead of supplying the place of those ships that at present lapse from age only into the second class with new ones, the owners would effectually repair the existing ships; so that there would speedily be not only a material improvement in the construction of ships, but a material increase in the amount of tonnage, and a corresponding increase in the rate of freight." (*Marshall's Statements*, p. 19.)

The conclusive report and exposition referred to above did not produce the consequences that might have been anticipated. Government seems, for reasons known only to itself, to have concluded that this was not a subject with which it should interfere; and it was laid aside for some years more. But the still-increasing amount of shipwreck, and the frightful loss of life and property consequent thereon, again roused the public attention to the subject; and we are glad to have to announce, that the principal merchants, shipowners, and underwriters have at last succeeded in setting on foot machinery by which it is believed that a classified account of shipping will be obtained, founded on

correct principles. Should this anticipation prove well founded, the public will owe much to the able and intelligent individuals who have imposed on themselves this difficult and important task. They will have done more than any other set of men to improve the character of our mercantile marine, and to lessen the disasters incident to a seafaring life.

2. *New System of Classification.* — This new classification is conducted under the direction and superintendence of a committee of merchants, shipowners, and underwriters, established in 1834. The committee establish rules for classifying ships, and appoint, control, and dismiss the surveyors by whom they are inspected and examined. A classified register is annually published, which will be gradually made more and more complete; and the expenses attending the institution are defrayed, partly by the fees charged on making an entry in the register, partly by the profits on the sale of the register or book, and partly from voluntary sources. But, as the subject is of the utmost importance to every one interested in commerce and navigation, we think we shall do an acceptable service to our readers, by laying before them the statement prefixed by the Society to their register. It fully explains their objects, the principles on which they are proceeding, and the means they have adopted for carrying their views into effect.

Classification of Ships.

After announcing the formation of the committee, the official statement goes on to say, that the following resolutions, rules, and regulations, have been adopted; viz.: —

That a society has been established for obtaining a faithful and accurate classification of the mercantile marine of the United Kingdom, and of the foreign vessels trading thereto, for whose government the following rules and bye-laws have been adopted: —

That a book containing a register of such classification be annually printed, to be called *Lloyd's Register of British and Foreign Shipping*; and that all persons subscribing the sum of three guineas annually (or such other sum as may be fixed by the committee), shall be members of the Society, and entitled (*for their own use*) to a copy of the register book.

That the price at which the register book be issued to public establishments, not being marine insurance companies, be 10*l.* 10*s.*

That the register books shall be periodically posted throughout the year.

That, for the convenience of members not resident in London, a monthly supplement, containing the additions and corrections to the register book, be printed in such convenient form as will admit of its transmission by post, that those parties may be furnished with the latest and most correct information; but for which an additional charge of 1*l.* 1*s.* per annum will be made.

Superintendence of the Society. — That the superintendence of the affairs of this society be under the direction of a committee in London, composed of 24 members, consisting of an equal proportion of merchants, shipowners, and underwriters; and that, in addition, the chairman of the committee for managing the affairs of Lloyd's, and the chairman of the General Ship Owners' Society for the time being, shall, *ex officio*, be members of the committee.

Six of the members, namely, 2 of each of the constituent parts of the committee, shall go out annually by rotation, but be eligible to be re-elected.

The vacancies so arising shall be filled up by the election of 2 shipowners and 1 merchant, by the committee of the General Shipowners' Society; and 2 underwriters and 1 merchant by the committee for managing the affairs of Lloyd's.

The committee shall appoint from their own body, annually, a chairman and deputy-chairman.

The secretary, clerks, and servants of the society, and the surveyors for London and the outports, shall be appointed by and be under the direction of the committee.

The committee shall meet for the despatch of business every Thursday, or on such other day as they may appoint, at 11 o'clock precisely, and 5 members of the committee shall be a quorum.

Special meetings of the committee may be convened by order of the chairman, the deputy chairman, or any 3 members.

All elections and appointments whatever shall be made by ballot.

The committee are empowered to make such by-laws for their own government and proceedings as they may deem requisite, not being inconsistent with the original rules and regulations under which the society is established; but no new rule or by-law shall be introduced, nor any rule or by-law altered, without special notice being given for that purpose at the meeting of the committee next preceding the one at which any such motion is intended to be made; which notice shall be inserted in the summons convening that meeting.

Surveyors. — There shall be appointed for the port of London, and other ports in the United Kingdom, such number of shipwright and nautical surveyors as from time to time may appear expedient to the committee to be requisite for the objects and purposes of the society.

No surveyor will be permitted, without the special sanction of the committee, to receive any fee, gratuity, or reward whatsoever, to his own use and benefit, for any service performed by him in his capacity of surveyor to this society, on pain of immediate dismission.

The surveyors to the society will be directed to attend on special surveys of ships under damage or repairs for restoration, when required by merchants, shipowners, and underwriters; the charge for which will be regulated according to the nature and extent of the service performed.

Funds. — The funds will be under the authority and control of the committee, and a statement of the receipts and expenditure will be annually printed for the information of the subscribers.

The following fees will be charged to the owners of ships surveyed prior to their being classed and registered in the book: —

For the first Entry and Classification.

	Tons.	*L.*	*s.*	*d.*
For each ship	under 150	0	10	0
Ditto	150 and under 300	1	1	0
Ditto	300 — 500	2	2	0
Ditto	500 and upwards	3	3	0

For Registering Repairs after Survey.

	Tons.	*L.*	*s.*	*d.*
For each ship	under 150	0	10	0
Ditto	150 and under 300	1	1	0
Ditto	300 — 500	2	2	0
Ditto	500 and upwards	3	3	0

For Entering and Classing New Ships built in the United Kingdom, and for entering and classing Ships repaired for Restoration.

	Tons.	*L.*	*s.*	*d.*
For each ship	under 100	1	1	0
Ditto	100 and under 200	2	2	0
Ditto	200 — 300	3	3	0
Ditto	300 — 400	4	4	0
Ditto	400 and upwards	5	5	0

For special surveys, and where the surveyors to the society are required by the owners of ships to superintend repairs for restoration, a charge will be made according to the nature and extent of the service performed.

All certificates of classification will be signed by one of the chairmen, and countersigned by the secretary; the charge for which to be 10*s.* for each certificate.

Rules for Classification.

The following rules and regulations for the classification of ships have been adopted after much labour and mature consideration, assisted by the valuable information and practical knowledge of the committee of the General Ship Owners' Society.

The characters to be assigned to ships shall be, as nearly as circumstances will permit, a correct indication of their real and intrinsic qualities; and the same shall no longer be regulated by the uncertain standard of the port of building, nor by the uncontrolled decision of surveyors, but will, in all cases, be finally fixed by the committee, after due consideration of the reports of the surveyors and the documents which may be submitted to the committee.

First Class Ships. — There shall be two denominations of ships of the first class, to be distinguished as "First Description of the First Class," and "Second Description of the First Class."

1. *First Description of the First Class* — will comprise all ships which have not passed a prescribed age, and which are kept in the highest state of repair and efficiency; these will be designated by the letter A.

The period for the continuance of ships on this class shall be limited. The extent of that period will be determined by reference to the original construction and quality of the vessel, the materials employed, and the mode of building; but it is desirable, on grounds of national policy and of individual justice, that after the expiration of the prescribed period, ships shall be permitted to remain in the First Description of the First Class, or to be restored thereto for a further limited period, under certain defined regulations.

2. *Second Description of the First Class*—will comprise all ships which have passed the prescribed age (but not having undergone the repairs that would entitle them to be continued in or restored to the first description), or which shall have been restored, and the period assigned for such restoration having expired, are still in a condition for the safe conveyance of dry and perishable cargoes; these will be designated by the diphthong Æ.

Second Class Ships. — This class will comprise all ships which shall be found, on survey, unfit for carrying dry cargoes, but perfectly safe for the conveyance of cargoes, not in their nature liable to sea damage, *to all parts of the world*: these will be designated by the letter E.

Third Class Ships — will comprise such ships as are good in constitution, and which shall be found on survey fit for the conveyance, *on short voyages* (not out of Europe), of cargoes in their nature not liable to sea damage: these will be designated by the letter I.

Ships' Anchors, Cables, and Stores. — The efficient state and condition of ships' "Anchors, Cables, and Stores," will continue to be designated by the figure 1; and where the same are found insufficient in quantity or defective in quality, by the figure 2.

General Remarks.

All reports of survey shall be made in writing by the surveyors to this society, and submitted to the consideration of the committee, or of the sub-committee of classification; but the character assigned by the latter shall be subject to confirmation by the general committee.

In assigning character to the existing tonnage, and especially in restoration to the first description of the first class of ships that have been built without a view to such a privilege, the greatest caution will be exercised, but with a rigid attention to render ample justice to the shipowner.

No member of the committee shall be permitted to vote in the decision of the classification of any ship of which he is an owner, or directly or indirectly interested.

The reports of surveyors, and all documents and proceedings relating to the classification of ships, will be carefully preserved, and those parties proving themselves to be interested therein may have access thereto under certain regulations.

In all cases wherein ships are proposed to be removed to an inferior class, notice shall be given, in writing, to the owner, master, or agent, with an intimation that, if the alteration be objected to, the committee are ready to direct a special survey on the owner, master, or agent, agreeing to pay the expenses attending the same; provided it shall, upon the re-survey, appear that there has been sufficient ground for such removal.

In classing foreign ships, and ships built in the British possessions abroad, after survey on their arrival in England, a due regard will be had to their having been exempted from that supervision while building to which all British ships are to be subjected, and characters will be assigned to them according to their intrinsic quality, and from the best information that can be obtained.

First Class Ships.

First Description of First Class Ships. — New ships are required to have been surveyed while building, by the surveyor to this society, in the following three stages of their progress: —

First, — when the frame be completed.

Second, — when the beams be in, but before the decks be laid, and with at least two strakes of the plank of the ceiling, between the lower deck and the bilge, unwrought, to admit of an examination of the inner surface of the plank of the bottom.

Third, — when completed, and, if possible, before the plank be painted or payed.

A full statement, agreeably to a schedule prepared for the purpose, of the dimensions, scantlings, &c. of all new ships, verified by the builder, shall be transmitted by the surveyor, and will be kept as a record in the office of the society.

In building ships, to entitle them to be ranked in the longest period of this class, the following rules are to be observed: —

Timbering. — The whole of the timbering to be of English, African, or live oak, or teak, of good quality; the stem, stern-post, beams, transoms, aprons, knight heads, hawse timbers, and kelson, to be entirely free from all defects; the frame to be well squared from first foothook heads upwards, and free from sap, and also below unless the timber is proportionably larger than the scantling hereafter described; every alternate set of timbers to be framed and bolted together to the gunwale. The butts of the timbers to be close, and not to be less in thickness than one third of the entire moulding at that place, and to be well chocked, with a butt at each end of the chock.

The Scantlings to be as follows:—

Scantling for ships	Tons. 150	Tons. 500
	Inches.	Inches.
Room and space to be	20	30
Floors sided, if square, and free from sap, to be not less at the kelson than	8	13
First foothooks, sided, if square, at floor heads	7	11
Second foothooks sided, if square, at the heads	6½	10
Third foothooks, sided, and top timbers, if square	6	9
The frame to be moulded at kelson	8	13
The frame to be moulded at floor heads	7	11
Top timbers to be moulded at their heads at the shearstrake	4	5

The intermediate dimensions for the scantling of timbers between the floor heads and the gunwale to be regulated in proportion to the distance from the two points. Should the room and space be increased, the siding of the timbers to be increased in proportion.

Deck Beams: — For ships	Tons. 150	Tons. 500
	Inches.	Inches.
To be moulded in the middle (not less than)	7	9
To be moulded at the ends (not less than)	5	6½
And to be sided	7	10

These at the after end of the ship to be reduced in proportion to their length.

Hold Beams: — For ships	Tons. 150	Tons. 500
	Inches.	Inches.
To be moulded in the middle (not less than)	9	13
To be moulded at the ends (not less than)	7	10
And to be sided	9	12

Those at the after end of the ship to be reduced in proportion to their length.

Keel and Kelsons:—	Tons. 150	Tons. 500
For ships	*Inches.*	*Inches.*
Keel, sided	9	13
Keel, moulded below the rabbet not less than	7	10
Main kelson to be sided	10	14
Main kelson to be moulded	10	14

The scarphs of kelson, where only one kelson, to be 5 ft. 7 ft. But where rider kelsons are added, then they may be 4½ ft. 6 ft.

Shifts of timber in ships of 200 tons, and upwards, to be not less than 1-7th of the main-breadth; and in ships under 200 tons, to be not less than 1-9th of the main-breadth.

Planks.—1. The outside plank, above the light-water mark, to be English or African oak, East Indian teak, or red cedar.

2. The planks below the light-water mark to be good white oak, elm, or beech; but the elm or beech not to be wrought higher than the first foothook heads; or, if wrought higher, then 1 year will be deducted from the period that would otherwise be assigned.

3. The clamps, sirkettings, shelf-pieces, and ceiling, to be English or African oak, or teak.

The outside plank to be clear of all defects; the inside to be free of all free, dirty, or decayed planks, and the whole to be properly shifted and fastened. No butts to be nearer than 5 feet to each other, unless there be a strake wrought between them, and then a distance of 4 feet may be allowed; and no butt to be on the same timber, unless there be three strakes between.

Thickness of plank to be as under:—

Outside.	Tons. 150	Tons. 500
For ships	*Inches.*	*Inches.*
Bilge to wales not less than	2½	4
Short heads	2½	3
Bilge planks	3	4
Bilge to keel	2½	3
Wales (average)	3	5
Top sides	2	3
Sheer strake	3	4
Plank sheer	2½	4
Inside.		
Ceiling below the hold beams	2	3
Clamps and bilge planks	2½	4
Upper deck clamps and sirkettings	2½	3
Twixt deck ceiling	2	2½

Deck.	Tons. 150	Tons. 500
For ships	*Inches.*	*Inches.*
Upper deck	2½	3
Water ways	3	4

Fastenings.—The treenails to be all of good English or African oak, locust, or other hard wood; but in no case Baltic or American oak to be used; and all planks above 9 inches in width are to be treenailed double and single, except bolt-fastenings; and if below that width, then to be treenailed single, and at least one half of the treenails used are required to go through the ceiling. All ships of this description of the first class are required to be copper-fastened below the wales.

Sizes of Bolts:—	Tons. 150	Tons. 500
For ships	*Inches.*	*Inches.*
Keel, knee, and dead wood shaft	¾	¾
Scurph of the keel	1 bolt of ⅝ from No. 5 to No. 11	1 bolt of ⅝ from No. 5 to No. 11
Kelson bolts, one through each floor	0 7-8ths	1 1-8th
Bolts through the hilge and foot waling	0 5-8ths	0 7-8ths
Butt bolts	0 5-8ths	0 5-8ths
Hold beam bolts	0 7-8ths	1 1-8th
Deck beam bolts	0 5-4ths	0 7-8ths
Hooks forward at throat	0 7-8ths	1 1-8th
Hooks forward at arms	0 5-8ths	0 7-8ths
Transoms	0 7-8ths	1 1-8th
Tire lower pintle of the rudder	2 ¼	3 ½

The beams to be sufficient in number, and securely fastened to the sides, with either iron or wood knees, or both, or with shelf-pieces and knees; the same to be well and sufficiently bolted; and it is required that 1 bolt in each butt below the wales, and the bolts in the bilges, shall be through and clenched.

In all cases where the butt and bilge bolts are not through and clenched, 1 year will be deducted from the period that would otherwise be assigned in the classification of the vessel; but this rule shall not be applied to ships built previously to the promulgation of the regulations of this society, although the rule will be rigidly enforced in the case of all vessels built since that period.

General Remarks.—The scantlings and dimensions of all intermediate-sized vessels to be proportionately regulated agreeably to a scale adopted by the society, a copy of which is in the hands of each of the surveyors; and it is to be clearly understood, that smaller dimensions will not entitle the ship to be placed in the longest period of this class.

1. All ships so constructed, and having the whole of the workmanship generally performed in the best manner, will be marked in the book thus, "12 A"; thereby denoting that they are ships of the first quality, and will remain in the first description of the first class 12 years, provided they be kept in a state of efficient repair.

2. Ships surveyed while building, as before mentioned, in which while some of the requisites for a 12 years' ship may have been fulfilled, others have been omitted; but in which all the requisites for a 10 years' ship shall have been complied with, will be marked in the book thus, "11 A"; denoting they are to remain in the first description of the first class 11 years, provided they be kept in a state of efficient repair.

3. Ships surveyed while building, as before mentioned, the scantling of timber, thickness of plank, and size of fastenings of which shall be in no respect less than those in the foregoing specifications, but which may not be framed, nor chocked, nor the timbers so well squared, as in the manner before described, or in which live oak and red cedar alternately may have been used in the framing, or in which good foreign white oak may have been used for ceiling, shelf-pieces, and clamps, will be marked in the book thus, "10 A"; denoting that they are to remain in the first description of the first class 10 years, provided they be kept in a state of efficient repair.

4. Ships surveyed while building as before mentioned, but in the frame of which foreign oak timber shall be used for kelsons or for floors and first foothooks only, or in which good white Dantzic oak plank shall be used below the wales outside, whilst in other respects they are constructed in the manner set forth in the preceding descriptions, will be marked in the book thus, "9 A"; denoting that they are to remain in the first description of the first class 9 years, provided they be kept in a state of efficient repair.

5. Ships surveyed while building, as before mentioned, and framed, fastened, and constructed in the manner set forth in the preceding descriptions, but in the planking of which good foreign white oak shall be employed in other parts than the bottom, will be marked in the book thus, "8 A"; denoting that they are to remain in the first description of the first class 8 years, provided they be kept in a state of efficient repair.

6. Ships surveyed while building, as before mentioned, and framed, fastened, and constructed in the manner set forth in the preceding descriptions, but in which good foreign white oak shall be used in the frames above the first foothook heads, or in the planking of which (except the strakes through which the beam fastenings pass) good Dantzic fir shall be used, will be marked in the book thus, "7 A"; denoting that they are to remain in the first description of the first class 7 years, provided they be kept in a state of efficient repair.

7. Ships surveyed while building, as before mentioned, in the frames of which, above the first foothook heads, sound second-hand English or African oak or teak timbers shall be used, but planked and in other respects constructed agreeably to any of the preceding descriptions, or with American red pine, or yellow Baltic pine, will be marked in the book thus, "6 A"; denoting that they are to remain in the first description of the first class 6 years, provided they be kept in a state of efficient repair.

8. Ships surveyed while building, as before mentioned, in the frames of which, above the first foothook heads, red pine timber, either American or Baltic, or Huckmatack, and in the bottoms of which, below that mark, the same materials are used, or black birch, elm, ash, or hard wood of like quality, and in the planking of which good yellow pine shall be used, but in other respects constructed agreeably to any of the preceding descriptions, will be marked in the book thus, "5 A"; denoting that they are to remain in the first description of the first class 5 years, provided they be kept in a state of efficient repair.

9. Ships surveyed while building, as before mentioned, the frames of which, above the first foothook heads, are composed of yellow pine, elm, ash, birch, spruce, or other similar woods, but in other respects constructed agreeably to any of the preceding descriptions, will be marked in the book thus, "4 A"; denoting that they are to remain in the first description of the first class 4 years, provided they be kept in a state of efficient repair.

Ships built in the U. K. under a roof, and which shall have occupied a period of not less than 12 months in their construction, will have one year added to the period prescribed for their continuing in the first description of the first class.

Ships built in the U. K. since the promulgation of these regulations, and not surveyed while building by the surveyors to this society, or where the owners or builders may have refused to permit them to survey and examine the same at the several periods prescribed by the rules, will be subjected to a special examination previously to assigning the class in which they are to be placed, according to the preceding regulations; but in all such cases, 1 year will be deducted from the period allowed to that class, in consideration of not having been submitted to such survey during the construction.

Special Exceptions.—The prohibition, in all cases, of the use of *fir* will not apply to ships the topside planking of which, between the lower paint or sheer strake and the upper black strake only, shall be composed of pitch pine, or Dantzic or Riga fir, of the best quality.

Iron-fastened Ships.

Ships *iron-fastened*, if under 150 tons, may be entitled to continue in the first description of the first class for a period not exceeding 10 years; but if above 150 tons, then for a period not exceeding 8 years, provided that, in all other respects they be constructed in accordance with the prescribed rules, and that their bottoms be not copper-sheathed.

At the expiration of the several periods assigned to ships for remaining on the first description of the first class, they will be reduced to the second description of the first class, designated by the diphthong *Æ*; but if not surveyed within 12 months after entering this description, such ship, having been during that time in some port of the U. K., the character will be omitted until such survey be held, or, if required by the owner, will be allowed to pass into the letter E.

Second Description of First Class Ships.—This class comprises ships which, having passed the prescribed age, but not having undergone the repairs that would entitle them to be continued in or restored to the first description, or which shall have been restored, and the period assigned for such restoration having expired, are still in a condition for the safe conveyance of dry and perishable cargoes; these will be designated by the diphthong *Æ*.

General Remarks.—For the purpose of ascertaining the competency of any ship for this description, careful survey will be required to be made annually, or on the return from every foreign voyage, by one of the surveyors to this society.

The bottom of every ship of this description will be required to be caulked at least once in every 5 years; or, if wood, sheathed and felted once in every 7 years; but if any ship be stripped within those periods, the bottom to be caulked if necessary.

The surveyors in their reports to the committee, on which the continuance of ships on this letter is to be founded, are required to state, distinctly and separately, the actual condition of the decks, bends, topsides (particularly in the way of the deck fastenings), water-ways, hatchway-comings, beams, breastbooks, upper and lower deck fastenings, timber, plank, and treenails.

Where the surveyors to this society consider repairs to be requisite, they are respectfully to intimate the same, in writing, to the owner, agent, or master; and if such repairs be not entered upon within a reasonable time, a corresponding report will be made to the committee.

Parties considering the requisitions of the surveyors to this society to be unnecessary and unreasonable, may appeal to the committee, who will direct a special survey and report for their guidance; but should the requisition of the surveyors be confirmed by the committee, then the expense of such survey shall be paid by the party appealing.

In cases where it shall satisfactorily appear to the surveyors to this society that *doubling*, of sufficient thickness and properly wrought and fastened, may be allowed as a substitute for the shifting of plank, either in the wales or bottom, the surveyor is to make a special report thereof, together with his reasons, to the committee, who will determine thereon.

Second Class Ships

Will comprise all ships which shall be found, on survey, unfit for carrying *dry* cargoes, but perfectly safe and fit for the conveyance, *to all parts of the world*, of cargoes not in their nature subject to sea damage; and they will be designated by the letter E.

Subject to occasional inspection, ships will continue in this class so long as their condition shall, in the opinion of the committee, entitle them thereto.

Third Class Ships

Will comprise ships that are in good constitution, and which shall be found, on survey, fit for the conveyance, *on short voyages* (not out of Europe), of cargoes in their nature not subject to sea damage; and they will be designated by the letter I.

Restoration of Ships to the First Description of the First Class.

If at any time, before the expiration of one half of the number of years beyond the period for which ships are to remain in the first description of the first class, an owner be desirous to have his ship continued in, or restored to, that description, such restoration (on his consenting to the special survey hereafter described, and performing the repairs therein found requisite) will be granted for a further period, not exceeding two thirds of the time originally assigned for her remaining in the first description of the first class; the same to be calculated from the date of such repairs.

Requisites for Restoration.—All the bolts in the range of each deck to be driven out, and the planks taken out; the upper deck water-ways, and plank shears, and spirketting, and the strake next the water-ways on the lower deck in the midships, to be also taken out; the sheathing to be entirely stripped off the bottom; a strake in the upper course of the bottom between the wales and the light-water mark, fore and aft, and a plank in the ceiling at the floor heads, to be taken out; the timbers to be clear, and the hooks forward to be exposed; and in that state the ship to be submitted to a special survey and examination, at which the attention of the surveyors to this society is to be particularly directed to the state of the decks, the remaining plank of the topsides, the wales, upper courses, and treenails, and other fastenings; also to the state of the frame, hawse timbers, and knight heads, kelson, floors, footbooks, ceiling, and breast hooks, the rudder in all its parts and hangings; and if, after such examination, the owner should consent to take out all planks, timbers, beams, knees, water-ways, fastenings, and other parts that may be found defective, and objected to, and replace them with materials of the same species, or of equal quality, as those of which the ship was originally constructed, such ships to be entitled to restoration to the first description of the first class for a further period proportionate to their real condition and the extent of the repairs performed, and provided that they be at all times thereafter kept in a state of efficient repair.

Additional Rule.—But if, at any age, the whole of the outside plank of a vessel should be taken off as low as the second footbook heads, and the remainder of the planking, either outside or inside, together with all the decks, be removed, *so as to expose the timbers of the frame entirely to view*, and in that state the ship be submitted to a special survey and examination by the surveyors to this society; and if, after such examination, all timbers, beams, knees, kelsons, transoms, breast hooks, remaining plank, inside or outside, or other parts to be found defective, be replaced with materials of the same species, or of equal quality, with those of which the ship was originally constructed, and all the treenails driven out and

renewed; such ships may be restored to the first description of the first class, for so long a period as may be deemed expedient by the committee, not exceeding in any case the term of six years, as provided by the seventh general rule for ships, in the construction of which second-hand timber has been used.

For Ships which comprise the existing Tonnage.— All ships comprising the existing tonnage are to undergo a very careful survey by the surveyors to this society, prior to registration, and will be classed in the register book agreeably to the descriptions herein before laid down for the building of new ships, unless on such survey there be found sufficient cause to assign them a less period.

On the proposed survey, especial attention is required to the following points; namely, to an examination of the state of the upper deck fastenings, water-ways, spirketting, plank sheers, topsides, and upper deck, with its appendages; also the lower deck fastenings, wales, and counter, and the plank and treenails outside the water's edge; the state of the rudder, windlass, and capstan (if the latter be used for purchasing the anchors).

And if on examination of any ship she shall be found to be so defective as to render her unfit to continue on the first description of the first class for the remainder of the term of years assigned to her in accordance with these rules and regulations, a notice of the intention to make such a reduction at the expiration of thirty days, shall be given in writing by the surveyors to this society to the master, owner, or agent, intimating that if the alteration be objected to, the committee will direct a special survey, on the said master, owner, or agent agreeing to pay the expenses attending the same, *should it be found that the proposed reduction was justifiable.*

Ships' Anchors, Cables, and Stores.

All vessels are required to have their masts, spars, and standing rigging in good order, and the principal sails in sufficient number and good condition; and every ship is to be supplied with a good hempen stream cable, or hawser, of sufficient size and length, and with at least one good warp; and all vessels are required to be provided with anchors of proper weight, and cables of approved quality, in number and length according to the undermentioned scale: —

Anchors. — All vessels under 200 tons to have at least two bower anchors; and all vessels above that tonnage to be provided with at least three bower anchors.

Cables. — All vessels under 100 to have at least 150 if chain.

Tons.		*Fathoms.*	
— 100 to 150	—	160	—
— 150 — 200	—	170	—
— 200 — 300	—	180	—

Tons.		*Fathoms.*	
All vessels from 300 to 400 to have at least 200 if chain.			
— 400 — 600	—	220	—

But in all cases where hempen cables are used, then one sixth more in length will be required.

Boats. — All vessels under 150 tons to be provided with 1 good boat; and every vessel above that tonnage to be provided with at least 2 good boats.

For Ships navigated by Steam.

All sea-going vessels navigated by steam shall be required to be surveyed *twice in each year*, when a character will be assigned to them according to the report of survey as regards the classification of the hull and materials of the vessel.

That with respect to the boilers and machinery, the owners are required to produce to the surveyors to this society, at the above directed surveys, a certificate from some competent master engineer, describing their state and condition at those periods; and to which certificate it is desirable there should be added a description of the particulars of the same as far as may be practicable, in the manner and form annexed; to be appended to the report of survey and delivered to the committee, who will thereupon insert in the register book the letters "M. C.," denoting that the boilers and machinery have been inspected, and certified to be in good order and safe working condition; but if no certificate of their condition be furnished by the owner or master, then no character can be assigned for the machinery.

Hull. — The surveyors to this society are directed to examine and report the scantling of timbers, plank, and fastenings, where built, and by whom, in the same manner as directed for sailing vessels.

Scantlings. — The scantlings are to be deemed sufficient for a steam vessel under 300 tons register, if equal to those required by the scale prescribed in the rules for this society for a sailing vessel of two thirds of the registered tonnage of such steam vessel; but for a steam vessel above 300 tons register, then the scantlings are to be equal to those required by the scale for a sailing vessel of three fourths of the registered tonnage of such steam vessel.

Floors. — Where the vessel is not filled in solid to the floor heads in the engine-room, an exception will be specially made against any reduction of the scantling of the floors, which, in such cases, will not be permitted to be upon the reduced scale of two thirds or three fourths of the dimensions for the scantlings of sailing vessels as before stated; but the floors will then be required to be equal to the dimensions set forth in the rules for ships of the actual registered tonnage of the steam vessel.

The surveyors are required to report the number, size, length, fastenings, and mode of arrangement of the engine and boiler sleepers, and the description of timber of which they are composed, and whether diagonally trussed with wood or iron, and to what extent; the length, size, and fastenings of shelf-pieces and paddle beams; and whether the vessel be constructed with sponcings, and how they are formed; and to give the general length and shifting of the plank outside and inside.

Materials and Stores. — The surveyors are to examine and report the number and description of the masts, sails, anchors, cables, hawsers, warps, and boats, as directed to be done for sailing vessels; but the anchors and cables will not be required to exceed in number, weight, and length those of a sailing vessel of two thirds of the registered tonnage of the steam vessel.

The surveyors are to be particular in examining and reporting the condition of the boats of all vessels employed in carrying passengers.

Form of Certificate for Vessels navigated by Steam.

Lloyd's Register of British and Foreign Shipping.—Certificate for Vessels navigated by Steam.

[Place and date] , 185 .

, do certify that the whole of the boilers and machinery of the steam vessel , belonging to , whereof, is master, tons, have been carefully inspected and examined by , at , and that find the same to be at this time in good order and safe working condition.

Witness hand,

, Master Engineer.

The following is a true account of the particulars of the machinery of the steam vessel , herein named: —

Engines.

Number
Estimated power
Diameter of paddle-wheels
Length of paddles
Breadth of paddles
If upon the first or second motion
Number of revolutions per minute
Size and condition of the holding-down bolts

Fuel.

Where stowed
If in contact with boiler
For what quantity room is provided
If liable to get wetted

Boilers.

Whether iron or copper
Working pressure
If it can be increased at pleasure

If any and what means of charging the water without extinguishing the fires and blowing off	*Pumps.*
Number of feed pumps	Number of hand pumps
How attached	If any attached to engine, their purpose and power
State of the boilers	Number of force pumps, with a branch and hose of sufficient length to reach to every part of the vessel
	Master Engineer.
What clear space upon the topside of the boiler	The rules herein set forth may at all times be altered by the preceding committee, and especially to meet any acknowledged improvements which may be made in naval architecture, or in the materials used in ship-building.
Do. at the end	
Do. round the chimney	

No one can question the advantages that will result from carrying a plan of this sort completely into execution. We confess, however, that we doubt much whether this can be done without the co-operation of government. It is invidious to impose on one set of merchants and shipowners the task of deciding upon the condition of the ships or other property belonging to others; and, though we have every confidence in the integrity of the gentlemen composing the committee, the most honourable men are liable to be influenced by an *esprit du corps*, and by insensible biasses. We, therefore, cannot help thinking that the scheme would have a much better chance of success, and that the classification would be more likely to be correct, were it managed by individuals nowise connected with business. The surveyors, on whose capacity and honesty the whole scheme must principally depend, ought to be quite independent of the good or ill will of those on whose property they have to report. But can that be said to be the case at present? and can it be fairly presumed that merchants or shipowners will deal by the property of their friends and neighbours as it might be dealt with by officers appointed by, and responsible only to, government? We apprehend that both those questions must be answered in the negative; and hence our conviction that this is a matter in which government should interfere. No one can doubt that it is bound to do every thing in its power to promote the safety of navigation, and to preserve the lives of our seamen. In this view it erects lighthouses, and prescribes regulations as to pilotage, &c. But, how indispensable soever, these are not more essential to the interests of navigation than a proper classification of ships; and, if other means should fail to effect this desirable purpose, government will certainly neglect a most important duty if it do not interpose. — (For a further discussion of this important question, see the article on the Frequency of Shipwrecks in the 122d number of the *Edinburgh Review*; see also the *Report of the Commercial Committee* of 1836, on Shipwreck.)

3. *Incapacity of Masters. — Means by which it might be obviated.* — But government will not do its duty, if it do not go farther than this. An erroneous classification of shipping has been a great, but not the only, cause of shipwreck. The ignorance and incapacity of the masters and officers is another, and hardly a less copious, source of disaster. Officers of the navy have to go through a course of discipline, and are obliged to submit to certain examinations as to their proficiency in seamanship. This, also, was the case with the officers of the East India Company's ships, which were exceedingly well navigated. Indeed, the Company trusted entirely for protection to the goodness of their ships, and the skill of their officers and men; it not being their practice ever to insure. But the masters and officers of ordinary merchant-ships are not subjected to any specific training, or any regular examination. Every thing is left to mere individual investigation and selection; and this, as every one knows, depends almost wholly on accident; or, which is nearly equivalent to it, on the skill, industry, liberality, &c. of the shipowner. Every one must be satisfied that masters so chosen cannot fail of being, in many instances, very ill qualified for their business. Few, however, have any notion of the extent of the mischief thence arising; but we have been assured by gentlemen of undoubted information, and extensively connected with the business of insurance, that nearly half the losses at sea may be ascribed to the ignorance, incapacity, and carelessness of the masters and crews. Perhaps, there may be some exaggeration in this; but, supposing that only a third part, or that about 200 out of the 626 vessels wrecked in 1839, were lost through the circumstances referred to, is not that enough, not merely to justify government interfering to avert so great an evil, but to make such interference a positive duty?

The interposition of government, in a case of this sort, is not only absolutely just and necessary, but it is conformable to the highest authority. The famous French ordinance of 1681 has the following article: — "*Aucun ne pourra ci-après être reçu capitaine, maître, ou patron de navire, qu'il n'ait navigué pendant cinq ans, et n'ait été examiné publiquement sur le fait de la navigation, et trouvé capable par deux anciens maîtres, en présence des officiers de l'Amirauté et du Professeur de l'Hydrographie, s'il y en a dans le lieu.*" (Liv. ii. tit. 1. § 1.) A similar article has been inserted in the *Code de Commerce*; and, in 1825, the French government issued an ordinance specifying, in detail, the qualifications that are necessary before any one can obtain a certificate of his fitness to command a ship, either on a foreign or a coasting voyage; the persons who are to examine candidates; and the rules that are to be observed in the examination. Some similar ordeal ought certainly to be established in this country. The authority of

the master is so very great, and the trust reposed in him, including not merely the ship and goods of his employers, but the lives of the crew and passengers, so very extensive, that it is the bounden duty of the public to provide that it be not committed to ignorant or incapable hands.

Perhaps it would, at first, be enough to enact, that no ship, which cleared out for an *oversea* voyage, should be deemed a British ship, unless the master and the second in command had received a certificate of fitness from the proper authorities. This would leave it to the owners to take whom they pleased as masters of coasting vessels; but we believe that the better way would be to enact that all masters of vessels, above a specified tonnage, should be selected from among certificated persons. We do hope that the next time we may have to notice this subject will be to announce that the measure now suggested, or one of a like import, has been carried into effect. — (*Edinburgh Review, loc. cit.*)

4. *Disorderly Conduct of the Crews. — Means by which it might be obviated.* — Nothing, we are well assured, would do so much to obviate the disorderly bad conduct so frequently complained of, on the part of seamen, as the enforcing of sobriety on board ships. However disgraceful, there can be no doubt of the fact, that some very bad cases of shipwreck have been mainly occasioned by the drunkenness of the crew. The Americans have seen the advantage that would arise from a reform in this particular; and large numbers of American ships, especially of those engaged in long voyages, are now sent to sea, in which the use of spirits is strictly prohibited, unless when prescribed by the surgeon as a cordial or medicine. In these ships the conditions of agreement, signed by the men, have at their head the words "No GROG ALLOWED," printed in large capitals. Instead of it, the seamen are liberally supplied with coffee, cocoa, &c.; and it is said that the crews of the ships fitted out on this plan are not only more orderly, but that they are more vigorous, and able to endure greater fatigue. But, to establish the superiority of this practice, it is enough to mention that the American insurance offices have, for some time past, insured "temperance ships" at a decidedly *lower premium* than others! We are convinced that nothing would do half so much to improve the character of our common seamen, as the introduction of a similar system into our merchant-service. And, notwithstanding the prejudices against it, we are glad to have to state, that some ships, fitted out on this plan, have sailed from London and Liverpool, and that (even in this its incipient stage) it has been found to answer exceedingly well.

5. *Improper Built of Ships.* — We have elsewhere noticed (article TONNAGE, in this Supplement) the act 5 & 6 Will. 4. c. 56., passed in 1835, for ascertaining the tonnage of ships. In the old system, the tonnage was determined by reference only to a ship's length and breadth; which led to vessels being built of a disproportionate depth, in order that their registered tonnage, and, consequently, the charges depending on it, might be diminished as much as possible. The faulty construction of ships thence arising has, no doubt, contributed, in some degree, to occasion losses; but the act referred to, by making the tonnage be fairly determined according to the capacity of the ship, whatever the form may be, will completely obviate this source of defective construction and loss.

SINGAPORE.

Statement of the Value of the Import and Export Trade of Singapore, with the undermentioned Prices, in the Years 1834-35, and 1835-36.

Countries.	Imports.		Exports.	
	1834-35.	1835-36.	1834-35	1835-36.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
Great Britain	1,207,152	1,150,610	1,352,457	874,483
Foreign Europe	85,405	65,657	125,627	115,503
North America	-	125,202	-	176,790
Mauritius, Cape of Good Hope, and N.S. Wales	100	4,566	3,443	87,865
Calcutta	1,071,355	1,190,821	945,677	572,842
Madras	236,194	151,091	216,632	136,081
Bombay	161,224	161,316	202,408	197,673
Arabia	5,365	6,597	50,717	64,975
Manilla	170,481	156,668	469,675	529,561
Ceylon	35,141	21,926	5,574	5,849
China	766,936	753,570	1,313,695	1,075,625
Java	1,038,568	1,035,869	650,931	372,758
Rhio	135,680	125,979	124,717	166,108
Siam	345,483	281,119	165,025	172,291
Cochin China	1107,521	92,870	78,380	69,655
Sumatra	200,593	147,294	205,788	186,936
East side of Peninsula	295,472	276,950	249,668	285,780
West side of ditto	19,619	46,550	11,815	50,390
Celebes	227,074	314,505	178,290	330,163
Borneo	284,884	357,432	253,361	297,595
Bally	80,675	96,285	91,747	69,075
Neighb. Islands and other Ports	305,585	158,378	186,295	105,707
	6,459,536	6,618,671	6,735,851	6,217,703
		6,459,536	6,217,703	
	Excess of Imports in 1835-36	159,335	518,148	Excess of Exports in 1834-35.

Eastern Ports trading with Singapore. — As every thing that relates to the trade of the East is now becoming of the first importance to commercial men, we make no apology for laying before the reader the following statements, taken from a late number of the *Singapore Free Press*, respecting the Eastern ports from which native ships arrive at Singapore. They are mostly all very imperfectly known even to residents at the settlement; and the names of some of them may now, perhaps, be learned for the first time by the English reader.

Commencing with ports to the northward, those in China, from which junks (which are included among the *native craft*) arrive here, are, CANTON, TEW-CHEW, CHUNGLIN, and MACAO, in Canton province; AMOY and CHINCHEW in Fokien; and SEANGHAE and NINGPO, large commercial cities, in Chekeang province. They come also from HAILAM or HAINAN, which is subject to Canton. The average number of these vessels (some of which are of large burden, 300 to 400 tons), is 20 arriving here annually. The cargoes they bring are, however, only chiefly intended for the consumption of the numerous Chinese who are settled in Dutch and English colonies in these parts, as well as in the native states, and are re-exported thence by smaller vessels, to places where they may be mostly required. The only articles they bring, in any way required by Europeans, are raw silk, nankeens, and teas. These vessels likewise convey a large number of emigrants from China every year, probably from 4,000 to 5,000, most of whom, however, proceed to other places soon after landing here.

The ports in Cochin-china and Cambodia, from which similar vessels arrive, are KANGKAO and LOKNOI, in Cambodia, and TURON and SAIGON, in Cochin-china Proper. ANOM or ANAM, from which many vessels report themselves to come, is but a general name for either Cochin-china or Tonquin. The average number of vessels arriving from these ports are 40 annually, bringing, principally, sugar, rice, oil, salt, and some other articles of minor importance. These vessels are usually smaller than the Chinese and Siamese junks.

BANKOK and CHANTIBUN are the only two ports in Siam of any note, and from these about 30 to 40 junks and topes arrive annually. They are manned and owned almost entirely by Chinese residing in Siam, and bring, chiefly, sugar, rice, oil, iron pans, sticlac, gamboge, salt, indigo, paddy, tobacco, and sapanwood.

We have had too frequent occasion to notice the depredations and cruelties which every class of vessels from the places above mentioned have suffered at the hands of pirates every year, on their way to this port, which certainly contributes to check an increase of trade with the countries they come from.

The ports on the east coast of the Peninsula are SUNGORA and CALANTAN, subject to Siam; and TRINGANU, KEMMAMAN and PAHANG, independent states. There are other ports on this coast, but of little note, namely, Doongoon, Endan, Pakoh, Sadeelee, and Teloban. The produce usually brought here by pucats and other craft from those first mentioned consists chiefly of tin, gold dust, pepper, Malay sarongs and trowsers, bees' wax, hides, elephants' teeth. Junks occasionally touch at these ports, and we sometimes have the produce of Siam and China brought here from them. The average number of craft arriving thence may be about 120 or 130 annually.

Proceeding to Borneo, we find a great variety of ports, from which vessels report themselves, of which the following is a list: — * BANJERMASSIN, SALEMBANGAN, BURNAI, COTI, NEMPAWA, MATTAN, PONTIANAK, PASSIER, PEGGOTAN, SARAWAK, SAMBAS, SUCCADANA, *Brissil, Batulichen, Buncalan, Bintaolo, Calalak, Cotti-ringin, Cooboo, Chinkol, Kayong, Monterado, Mukah, Mahto, Oyak, Pambuang Sadong, Sampit, Tekrang, and Taunah Darat.* Some of these are well known, others only by the names reported: the locality of the latter is also but little understood. Those with which trade is principally carried on are Brunai, or Borneo Proper, Banjermassin, Pontianak, Sambas, Coti, Passier, Peggotan, and Sarawak. The productions commonly brought here from Borneo, in general, are, rattans, birds' nests, bees' wax, tortoiseshell, gold dust and diamonds, biche de mer, pearl and raw sago, camphor, rice and paddy, mother of pearl shells, garro and lakka woods, pepper, seaweed, mats, ebony and antimony ore. The number of boats arriving here annually from all the above places average about 150 or 160. The boats which come from the southern and eastern ports are commonly manned by Bugis, who seem to be the principal carriers in the Archipelago, and, next to the Chinese, are the most enterprising and industrious of the traders in these regions. They are considerably less tainted with piracy than the Malays.

CELEBES is the parent country of the Bugis, which name, though properly belonging only to one of the tribes on Celebes, is applied generally to all traders from that island, from the east and south-east coasts of Borneo, and from the islands to the southward and eastward of it. Of these tribes, by far the most considerable in point of improvement and numbers are the Bugis of Wajo or Tuwajo, a country near the centre of Celebes, and situated on the Bay of Boni. The ports in Celebes from which prahus arrive here are Bontirati, Bugis Pari-pari, Wajok, Bugis Pemana, Kallie, Macassar, Mandhar, and Sangye. They usually bring sarongs — the produce of their own looms — rattans, wax, tortoiseshell, pearl shells, seaweed, biche de mer, coffee, birds' nests, sandal and bookoo woods, and other articles of minor importance. The number of vessels arriving here from the above places average about 50 or 60 annually.

The islands to the eastward and southward of Celebes, from which the Bugis bring cargoes to this port, are chiefly Bootoon, Enday or Flores, Selayer, Timor, Booroo, Lombok, Sumbawa, Arabovna, Ceram, and even from the Aroos and Papua. The articles are the same as those from Celebes, with the addition of kayu-pooteh oil, birds of paradise, and wild nutmegs. The vessels arriving from these places may average about 30 every year.

The island of Bali, or Bally, contains several ports, from which upwards of 50 prahus annually arrive here: the principal of these are Baliling, Bali Badong, Sasak, Saliparang, and Ampanan; they bring rice, oil, hides, tobacco, sarongs, wax, birds' nests, and biche de mer. In this trade, we believe, the Bugis are likewise the principal carriers.

Returning westerly, we come to Java, from various well-known ports of which upwards of 60 native craft, independently of square-rigged vessels, annually frequent this harbour, bringing the productions of that valuable and fertile island, principally rice, sugar, tobacco, cachang or peas, tamarinds, hides, cubebs, Battic handkerchiefs and salendonga. We go next to SUMATRA, from the various ports on the east coast of which the greatest number of native craft frequenting this port arrive, amounting on an average to between 300 to 400 annually. The names of these ports are, Acheen, Apong, Assahan, Batu bara, Bukittatu, Billan, Ayeretam, Campar, Delli, Gawang, Indragiri, Jambie, Kitaman, Langkat, Lampung, Manda, Merba, Pulo Padang, Panai, Palembang, Rantow, Rittee, Siac, Subee, and Taking Tingie. The greatest portion of boats come from Apong, Manda, Rantow, and Taking Tingie, with raw sago. The next in number are those from Campar, Jambie, and Siac, bringing coffee, rice, wax, rattans, ivory, gold dust, benzoin, dragons' blood, lakka wood, and a few other articles. From Palembang come the lacquered basons and cerece boxes so much in request among natives; and the best rattan mats are made there. The coast near Siac furnishes in great abundance the *Trubo*, or fishroe, so universally

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* The places mentioned in this statement, of which the names are in capitals, are either well known to Europeans by long report or actual intercourse; while those in italics remain, so far as we have ascertained, not only unvisited by, but are only recently known by name to them: few or none of them earlier than the foundation of this settlement.

used, and affords our principal supply of sago, which has now become an article of commerce at Singapore.

The names of the petty places on the west side of the Malayan Peninsula, opposite the Sumatra shore, between this and Penang, are — Batu Pahat, Benook, Beladong, Dooyoung, Broosa, Muar, Pedang, Poontian, and Panghie; while the principal ports, besides Malacca and her dependencies, are:— Perak, Salengore, Lingin, and Lookoot. From the former very few articles, and those only of trifling value, are brought here, consisting chiefly of fowls, cocoa nuts, paddy, fruit, &c.; but the other ports all furnish tin in large quantities, besides several other articles of less importance. The whole of this coast, however, bears a bad name for piracy. The number of prahus arriving here from all the places above-named amounts to about 100 every year.

Of the neighbouring islands, Rhio is the one with which we carry on the most extensive and constant trade; the number of boats or rather trips of a regular set of Chinese boats, called *sampan pucats*, employed in the trade, being about 300 every year. They bring chiefly pepper and gambier, the produce of Bintang. From Lingin, or Linga, also, we have upwards of 70 or 80 boats arriving annually, bringing a great variety of useful produce, but principally pepper, tin, rattans, &c. Billiton sends about 25 boats yearly, which bring biche de mer, seaweed, tortoiseshell, wax, &c.

Bungoran (or Great Natunas) and Seantan (or N. Anambas) are the next in importance, from which 30 or 40 vessels trade with this settlement. The other islands are — Pulo Awore, Benawang, Condore, Carimons, Jamaja, (or S. Anambas), Pulo Laut, Laboo, Leboc, Meppar, Nongsa, Sarassan, Simkip, Soobie, Tajam, Timblan, Timiang, Tingih, Trong, Carimata, Ungaran, and some others.

Piracy in the Eastern Seas. — We regret to have to state that piracy has been of late exceedingly frequent in the seas to the eastward of the Straits of Malacca, and even in the straits themselves. It has always, it is true, prevailed to a less or greater extent in the Eastern Seas; but latterly the number of pirates has rapidly increased, and they have prosecuted their depredations with a boldness and success that require immediate attention. In so far as we can judge from the statements in the Singapore and Canton papers, we seem, to say the least of it, to have manifested the most singular indifference to the spread of this great and growing evil. In 1824, we bound ourselves by treaty with the Dutch to co-operate with them for the suppression of piracy in the Eastern Seas. It is affirmed that, until very recently, we did little or nothing towards the fulfilment of this engagement, though we are far more interested in the suppression of piracy than any other people. Hitherto the trade of Singapore has chiefly suffered from piratical attacks; but, besides waylaying the smaller junks and ships of the Chinese, Siamese, &c., the pirates, emboldened by impunity, have recently attacked some British ships in the Straits of Malacca, and have actually captured some ships in the seas more to the eastward, inflicting the most horrid barbarities on the unhappy passengers and crews. The Andromache ship of war destroyed in June, 1836, a nest of pirates; but, until the naval force in the seas in question be considerably strengthened, and, especially, till some armed steamboats be sent to the assistance of the other vessels, the nuisance will not be materially diminished, much less suppressed. It would really seem, from the little attention that the subject has attracted in this country, as if it were imagined that the trade of the Eastern Seas is of little or no value. But we are within the mark when we affirm, that from *ten to twelve* millions' worth of British property (including the trade between India and Canton) is annually conveyed through the Straits of Malacca, and the other Eastern Seas infested by pirates. The trade from England to China, already of vast importance, and increasing more rapidly perhaps, than any other department of our commerce, is wholly carried on through the channels referred to; and, as we do not hesitate to send powerful squadrons to secure far less valuable interests in other quarters, it is not easy to see why we should not send some half dozen steamers to protect this great and growing trade, as well as that which we carry on with the Philippine Islands, New South Wales, &c., from the depredations of a piratical banditti. Nothing but the employment of steamers will be able effectually to abate the evil of piracy. The infinite number of small islands in the Eastern Seas, the difficulty of their navigation, and our little acquaintance with any but the principal lines of intercourse, afford the greatest facilities for the escape of pirates from ordinary cruisers. But steam ships could follow them into their haunts; and the pirates would not be able to escape from them, as they frequently do from sailing vessels, by taking to their oars while their pursuers are becalmed. Except when defending our own shores, the navy is never so legitimately employed as in the defence and extension of commerce. Its protection is one of the most important duties which government has to discharge; and, considering the immense naval force at our disposal, it may well excite astonishment that piracy in the Eastern Seas — on one of the great highways by which commerce is carried on — should have been allowed to attain to such a magnitude, and that the reiterated complaints of the merchants and others, who have suffered by its prevalence, should have been so little attended to. A very little outlay on the part of government might make, in so far at least as piracy is concerned, the navigation of the Eastern Seas quite as safe as that of the Channel; and the advantages thence resulting to our trade would, in a very short period, far more than countervail the little sacrifice required at the outset.

Besides putting down piracy in the Eastern Seas, government ought to take the necessary measures for obtaining accurate information with respect to them, and the ports and countries to which they afford access. We know *very little* indeed of many,

or rather we should say, of most of the islands to the east of Malacca; and yet several of them are of great extent, and they all abound in valuable products, and might, it is probable, were we better acquainted with their ports and capabilities, furnish the means of carrying on an extensive and advantageous commerce. Had utility been at all attended to in such matters, the exploration of New Guinea, and of the seas and numberless islands in its vicinity, would have taken precedence of many late expeditions.

The following paragraph, taken from the *Canton Repository*, for March, 1836, corroborates all that has now been stated: —

"The value of the trade which annually passes through the Chinese Sea, and the number of persons employed in it, present a striking contrast to the paucity of the means of protection afforded us from our 'father-lands.' The number of British vessels that arrived in China during 1834, was 156. The total of British trade for the year 1833-34, opium included, was about 46,953,586 dollars; and that for 1834-35 was still greater. The number of American vessels which arrived in China during 1833-34 was 80, and the total of the trade is estimated at 19,775,003 dollars: the number of vessels, and total of imports and exports for 1834-35, were nearly the same amount. The number of Dutch vessels that come to this port we cannot state; but the total of the Netherlands trade with China, in 1829-30, was 8,026,243 dollars. Besides these, there is also a considerable amount of Portuguese, Spanish, French, Hamburgh, Danish, and Swedish trade annually. The trade of Manilla, already amounting to several millions, is on the increase. The number of square-rigged vessels that imported to Singapore during 1834-35 was 517, which exceeded any former year; that of native craft was 1484, which is less than in either of the two preceding years. The number of Dutch, foreign, and native vessels which cleared from Java in 1833 was 1720, with a tonnage of 199,193 tons.

"While such is the annual amount of trade carried on in these seas, employing in the foreign vessels more than 10,000 seamen, what care have our governments shown for its protection? *Not one of his Britannic Majesty's ships is stationed in the Chinese Sea; not one is yet stationed even at Singapore, though an occasional visitor makes a sweep among the pirates.* The Americans have done nothing here since the bloody affair of Quallah Batoo; it is said, however, that these seas are henceforth to be one of the stations for the American navy. A wide range indeed will two or three small men-of-war have from the Cape of Good Hope to Japan! The Portuguese here, we understand, have no naval armament whatever. It is long sine a French man-of-war has visited these seas. The Spaniards at Manilla have a number of small craft called pontines, for the destruction of the piratical Malays who infest the sea to the southward of Luçonia. These are characterised by a writer in a late number of the *Canton Free Press* as particularly successful in the capture of shells and turtles, but most inefficient in the destruction of the pirates. The Dutch alone have done any thing effectual towards the suppression, and their activity in this respect is worthy of all praise. In Java, and generally in all places contiguous to their possessions, they have either suppressed or greatly checked piracy; and, were it not the tendency of their severe and restricted government to make as many outlaws as they destroy, no deduction need be made from their praise. They alone have systematically attempted to put down lawless misrule in these seas, and make them, what the Creator designed them to be, the highway of nations."

SLATE. — Slate and chalk laden on board any ship or vessel bound for foreign parts shall be deemed ballast; and all such ships or vessels having on board only slate, or slate and chalk, shall be deemed to be departing in ballast; and if, on the return of any such ship or vessel, any slates or chalk be remaining on board, they shall be deemed to be her ballast. — (4 & 5 *Will.* 4. c. 89. § 3.)

New Uses of Slate. — Slate is now generally used in framing the tops of billiard tables. The size of each slate is 6 feet 1½ inch by 3 feet and 1 inch thick; 4 of these make a table top, 12 feet by 6 feet, clear of the cushions. The first slate billiard table was made in 1834, and 500 have been made in London down to December, 1836, many of which have been exported to the East Indies and America: the price of each table top is about 13*l.*

Slate is likely to be largely consumed in the shape of blocks for railways; a piece of slate 2¼ inches thick being found to be as strong as a piece of stone 1 foot thick. A piece of slate 2 feet 6 inches by 2 feet and 2 inches thick bore the pressure of 20 tons, and broke with 25 tons; and a piece, of the same length and breadth, but 2¼ inches thick, bore 35 tons, and broke with 40 tons. The experiments were made by placing the slate blocks against a bearing of 3 inches at each end, leaving a clear hollow space of 2 feet between the bearings, and applying the piston of a hydrostatic press, 2½ inches diameter, to the centre.

SLAVES.

Distribution of Slave Compensation. — The Commissioners for the apportionment of the sum of 20,000,000*l.* granted by parliament as compensation to slave owners, under the act 3 & 4 Will. 4. cap. 73., have issued the following table. It shows the average value of a slave in each colony; the number of slaves in each by the last registration; the total value of the slaves, supposing the average value of each were realised; and the proportion of the 20,000,000*l.* to which each colony is entitled.

Colony.	Average Value of a Slave from 1822 to 1830.	Number of Slaves by the last Registration in this Country.	Relative Value of the Slaves.	Proportion of the 20,000,000*l.* to which each Colony is entitled.
	L. *s.* *d.*		*L.* *s.* *d.*	*L.* *s.* *d.*
Bermuda	27 4 11½	4,205	114,527 7 5½	50,584 7 0 ·41
Bahamas	29 18 9½	9,705	290,573 15 5½	128,340 7 5½ ·47
Jamaica	44 15 2½	311,692	13,981,139 2 5	6,161,927 5 10½ ·58
Honduras	120 4 7½	1,200	230,844 0 0	101,958 19 7½ ·22
Virgin Islands	31 16 1½	5,192	168,143 9 2	72,940 8 5½ ·76
Antigua	34 12 10½	29,537	964,198 8 10½	425,866 7 0½ ·18
Montserrat	36 17 10½	6,355	234,466 8 0½	103,558 18 6 ·38
Nevis	32 5 11½	8,722	341,893 6 3½	151,007 2 11½ ·36
St. Christopher's	36 6 10½	20,660	760,840 7 1	331,630 10 7½ ·82
Dominica	45 8 7½	14,344	624,715 2 0	275,925 12 8½ ·30
Barbadoes	17 1 5½	82,807	3,897,276 19 2½	1,721,345 19 7 ·87
Grenada	39 6 9	25,536	1,395,584 16 0	616,444 17 7 ·08
St. Vincent's	58 6 8	22,997	1,341,491 13 4	592,508 18 0½ ·93
Tobago	46 12 0½	11,621	529,941 16 2½	234,064 4 11½ ·55
St. Lucia	56 18 7	13,548	759,890 10 4	335,637 15 11½ ·19
Trinidad	105 4 5½	22,339	2,352,655 18 0½	1,039,119 1 3½ ·11
British Guiana	114 11 5½	84,915	9,729,047 15 5½	4,297,117 10 6½ ·50
Cape of Good Hope	75 9 11	38,427	2,824,224 7 0	1,247,401 0 7½ ·76
Mauritius	69 14 5	68,515	4,785,183 15 5	2,112,632 10 11½ ·96
				Deficient fractions ·08
		780,995	45,281,738 15 10½	20,000,000 0 0

SMUGGLING. — The 85th clause in the act 3 & 4 Will. 4. c. 53., for the prevention of smuggling (*Dict.* p. 1061.), authorising justices to sentence seafaring men, convicted of smuggling, to serve in the navy for 5 years, has been repealed. Persons convicted of such offences are now to be committed to the house of correction, to hard labour, for not less than 6 months for the first offence, 9 for the second, and 12 for the third. — (4 & 5 *Will.* 4. c. 18. § 2.)

Boats used in fishing on the coasts of Scotland are not required to have licences. — (6 & 7 *Will.* 4. c. 60. § 8.)

Magistrates are authorised to commit offenders convicted of offences against the customs' laws to the nearest house of correction. — (§ 9.)

SOUND.

Return of the Number of Vessels which passed the Sound and cleared at Elsinore in 1833, 1834, 1835, and 1836; distinguishing the Countries to which they belonged, and stating their Tonnage for 1835.

Flags.	Ships, 1833.	Ships, 1834.	Ships, 1835.	Ships, 1836.	Tonnage in 1835.
British	3,192	2,756	2,472	3,194	470,727
Hanoverian	314	386	386	416	21,901
Danish	826	759	762	960	76,184
Swedish	1,069	936	901	963	105,945
Norwegian	1,461	1,406	1,357	1,447	155,875
Prussian	2,089	1,927	1,938	2,392	288,420
Russian	530	561	625	664	137,560
Dutch	370	681	654	663	79,082
Belgian	8	13	16	6	2,010
Mecklenburg	554	585	583	740	97,528
Hamburg	44	26	21	27	2,760
Bremen	53	49	43	49	5,574
American	166	158	126	133	21,848
Portuguese	4			8	
French	124	115	146	105	20,374
Italian States	10	32	21	26	2,790
Spanish	19	18	7	10	1,024
Oldenburg	66	35	46	60	5,750
Lubeck	91	82	71	92	8,760
Totals	10,985	10,605	10,255	11,921	1,594,902

SPELTER. — The exportation of spelter or zinc from Europe to India, which began in 1821, produced an extent of speculation, and a fluctuation of price, that could hardly have been conceived possible. — Subjoined is an account of the

Quantity, Value, and Selling Price of the Spelter imported into Calcutta from all Parts from the year 1820—21.

Years.	Quantity imported.	Value.	Average Price per Fy. Md.	Years.	Quantity imported.	Value.	Average Price per Fy. Md.
	Bazr. Mds.	*Sa. Rs.*	*Curr. Rs.*		*Bazr. Mds.*	*Sa. Rs.*	*Curr. Rs.*
1820-21	Nil.	Nil.		1827-28	185,658	1,175,614	9 3
1821-22	22,636	225,360	23 7	1828-29	155,451	911,817	7 8
1822-23	46,052	510,467	30 10	1829-30	99,795	487,287	6 1
1823-24	94,873	1,412,356	15 10	1830-31	74,416	365,208	5 10
1824-25	190,900	2,986,790	15 8	1831-32	64,334	299,585	5 8
1825-26	130,580	1,193,956	12 13	1832-33	30,710	120,948	
1826-27	188,070	1,328,738	10 15	1833-34	24,941	96,312	

This table shows the extraordinary extent to which speculation had operated on this article. The excess of imports from 1824-25 to 1828-29 was such, that recently the trade may be said to have been altogether extinct, the supplies that were carried out during the 3 years ending with 1834-35 being intended rather to serve as dead weight than as a merchantable article. The stock in the India market has now, however, been so much reduced, that a considerable rise of prices may, at no distant period, be fairly anticipated. (*Bell's Comparative View of the Commerce of Bengal* for 1830-31, and 1831-32, p. 5.; and for 1832-33, and 1833-34, p. 24.)

SPIRITS. — The reader will find, in the body of this work (art. SPIRITS, p. 1075.), a statement of the smuggling and other pernicious consequences resulting in Ireland from the oppressive duties laid on spirits previously to 1823; of the good effects of the reduction of the duty to 2*s.* 10*d.* the Imperial gallon in that year; and of the influence which the addition of 6*d.* to the duty in 1831 had in reviving that illicit distillation, the preceding reduction had gone far to put down. The view we took of the necessity of making a fresh reduction of the duty was approved and strongly recommended by the Commissioners of Excise Inquiry; and has, we are glad to say, been acted on by government; the act 4 & 5 Will. 4. c. 75. having reduced the duty on British spirits, entered for home consumption in Ireland, to 2*s.*-4*d.* a gallon.

It was contended, when this measure was before parliament, that the reduction should be extended to all parts of the empire; and that, by confining it to spirits used in Ireland, a new temptation would be created to smuggle from that country into England and Scotland. This no doubt will be, in some degree, the case; and we hope that no long period will be allowed to elapse till the measure be generalised. We do not, however, think that there is much probability of its giving birth to any considerable amount of smuggling; and it is not to be denied that the reduction was much more urgently required in Ireland than any where else. Scotch whisky carried to Ireland is admitted for consumption at the low duty.

Spirit Licences. — The act 4 & 5 Will. 4. c. 75. made certain additions to the duties on spirit licences; but these have been repealed by the act 6 & 7 Will. 4. c. 72.; and the spirit licences are now the same as those stated in the Dict., p. 756.

SPIRITS (CONSUMPTION OF).

An Account of the Number of Gallons of Foreign, Colonial, and Home-made Spirits that paid Duty in 1833, 1834, and 1835, distinguishing England, Scotland, and Ireland; with the Amount of Nett Revenue accruing thereon.

	England.		Scotland.		Ireland.		United Kingdom.	
	Quantity.	Revenue.	Quantity.	Revenue.	Quantity.	Revenue.	Quantity.	Revenue.
Year 1833.	*Imp. Gals.*	*£.*	*Imp. Gals.*	*£.*	*Imp. Gals.*	*£.*	*Imp. Gals.*	*£.*
Foreign	1,519,816	1,483,868	45,096	52,029	21,562	23,963	1,586,474	1,559,860
Colonial	3,544,948	1,504,537	134,537	55,961	32,888	10,299	3,492,193	1,570,797
Home-made spirits	7,717,505	2,895,989	5,968,556	998,093	8,168,526	1,561,453	21,874,456	5,455,514
Totals	12,582,067	5,882,594	6,159,609	1,106,085	8,212,746	1,595,695	26,754,425	8,284,171
Year 1834.								
Foreign	1,347,436	1,314,775	44,748	49,569	27,988	31,555	1,420,172	1,395,899
Colonial	3,206,550	1,452,816	111,169	50,027	27,358	12,297	3,345,177	1,515,140
Home-made spirits	7,644,201	2,866,615	6,045,045	1,007,507	9,708,416	1,569,311	23,397,760	5,443,451
Totals	12,198,387	5,823,804	6,200,960	1,107,133	9,763,762	1,413,163	28,163,109	8,354,100
Year 1835.								
Foreign	1,286,107	1,439,251	40,880	45,696	21,655	24,418	1,348,740	1,509,665
Colonial	3,285,473	1,478,521	105,198	47,340	36,295	16,333	3,426,966	1,537,094
Home-made spirits	7,315,053	2,745,145	6,013,952	1,062,332	11,351,223	1,267,809	24,710,428	5,075,276
Totals	11,886,633	5,661,917	6,160,110	1,095,358	11,429,171	1,364,060	29,475,914	8,120,035

STARCH.—The injurious influence of the duty on starch, the nett produce of which, in 1833, was only 91,517*l.* 18*s.* 2*d.*, was most ably exposed, and its abolition strongly recommended, by the Commissioners of Excise Inquiry, and we are glad to have to add that, agreeably to that recommendation, the duty has been abolished.—(*4 & 5 Will.* 4. c. 77.)

STETTIN, a city of Prussia, on the left bank of the Oder, about 36 miles from its mouth, in lat. 53° 23′ 20″ N., long. 14° 33′ E. It is well built, strongly fortified, and has a population, exclusive of troops, of 30,000.

Stettin is the seat of an extensive and growing commerce; and is now, indeed, the principal port of importation in Prussia. She owes this distinction mainly to her situation. The Oder, which flows through the centre of the Prussian dominions, is navigable as far as Ratibor, near the extreme southern boundary of Prussian Silesia; and is united, by means of canals, with the Vistula, the Elbe, the Spree, &c. Stettin is, consequently, the principal emporium of some very extensive and flourishing countries; and is not only the port of Frankfort-on-the Oder, Breslaw, &c., but also of Berlin. Hence, at the proper seasons, its wharfs are crowded with lighters that bring down the produce of the different countries traversed by the river, and carry back colonial products, and other articles of foreign growth and manufacture. Vessels of considerable burden, or those drawing above 7 or 8 feet water, load and unload, by means of lighters, at the mouth of the river, at Swinemunde, the out-port of Stettin, on the east coast of the isle of Usedom, in lat. 53° 55′ N., long. 14° 15′ 15″ E. Formerly there were not more than 7 feet water over the bar adjacent to Swinemunde; but the harbour of the latter has recently been so much improved, by the construction of piers and breakwaters, dredging, &c., that it is now the best on the Prussian coast, and admits vessels drawing from 18 to 19 feet water. A lighthouse has been erected at the extremity of the eastern pier. Stettin is a free port; that is, a port into and from which all sorts of goods may be imported and re-exported free of duty. If goods brought through the Sound be imported at Stettin, and entered for home consumption in the Prussian states, they are charged with 2½ per cent. less duty than if they had been imported through any other channel. This is intended to reimburse the merchant for the Sound duties, and to encourage importation by this direct route in preference to that carried on through Hamburgh and Emden. There is a great wool fair in the month of June each year.

Monies, Weights, and Measures, same as at Dantzic, which see. The bank of Berlin has a branch at Stettin, and there is, also, an insurance office.

Imports and Exports.—The principal articles of import at Stettin are sugar, coffee, dye-woods, wine, iron, and hardware, oil, tallow, cotton, and cotton goods, herrings, spirits, linseed, coal, salt, &c. The principal exports are linen, timber and staves, corn, wool, zinc, bottles and glass, bones, manganese, fruits, &c.

In 1835, among other articles, there were imported 32,865 tons raw sugar, 25,447 do. clayed sugar, 92,905 do. molasses, 1,596 barrels coffee, 12,895 tuns olive oil, 11,495 do. hempseed oil, 5,413 do. palm oil, 128,822 quintals dye-woods, 112,519 barrels herrings, 119,360 casks wine, 17,553 quintals iron, 68,757 do. tallow, 47,066 do. potash, 7,586 do. copper, &c. Among the exports in the same year, exclusive of linens, &c., were 1,080 quintals of wool, 4,732 lasts corn, 1,536 do. oak staves, 3,126 do. wainscot, 17,413 pieces of wood for building, 6,044 lasts of wood for ship-building, 74,192 quintals of zinc, 1,826 do. glass, 4,403 do. manganese, 58,880 do. bones, 36,046 do. oil-cakes, 66,877 bottles, &c. The wheat shipped from Stettin is mostly red, and of very fine quality. The barley is also very good. The oak staves are believed to be equal, or, perhaps, superior to any from other port of the Baltic.

Account of Charges incurred by a British ship, of about 200 tons burden, at Swinemunde and Stettin:—

	Rixd.	S. gr.	Pf.
Stettin.—Pilotage and fee	6		
Town dues and clearances	6	28	
Poor rates	1	20	
Muster roll	2	27	6
Brokerage and charter party	5	20	
Broker's commission	18	22	
Measuring	5		
Swinemunde.—Port charges, inwards	34	12	8
Ditto, outwards	53	12	8
Harbour dues	14	21	5
Commission	16		
Prussian dollars, or about 100 Spanish dollars	151	14	1

Navigation.—Stettin is the principal shipping port in the Prussian dominions. In 1834, there belonged to it 220 ships of the burden of 24,299 lasts, being about a third part of the shipping belonging to Prussia.

Account of the Arrivals and Departures of Shipping at Swinemunde, the Out-port of Stettin, in 1834.

Flags.		Total Ships.	Lastage.	Whereof			
				Ships.	Laden.	Ships.	In Ballast.
Prussian	Arr.	831	40,987	704	28,892	127	12,095
	Dep.	843	41,304	495	36,791	350	5,013
Danish	Arr.	87	3,914	43	2,501	34	1,353
	Dep.	93	3,860	49	2,398	36	1,342
Mecklenburg	Arr.	6	423	3	307	3	116
	Dep.	8	690	6	542	2	148
Hanse Towns	Arr.	9	879	5	587	4	492
	Dep.	9	869	9	869		
Russian	Arr.	3	351	2	351		
	Dep.	2	351	1	154	1	197
Swedish	Arr.	15	862	13	862		
	Dep.	15	954	3	236	12	718
Norwegian	Arr.	26	1,143	25	1,143		
	Dep.	26	1,196	11	601	15	595
British	Arr.	59	4,866	47	4,558	8	308
	Dep.	59	4,866	42	3,754	8	1,112
Hanoverian	Arr.	31	1,337	18	780	13	557
	Dep.	30	1,315	29	1,290	1	25
Oldenburgh	Arr.	16	631	12	473	4	158
	Dep.	13	505	11	421	2	82
French	Arr.	1	48	1	48		
	Dep.	1	48	1	48		
Netherlands	Arr.	50	2,558	19	1,059	31	1,526
	Dep.	52	2,660	52	2,660		
Italian	Arr.	6	703	6	703		
	Dep.	6	703	6	598	1	105
Totals	Arr.	817	58,702	603	42,067	209	16,625
	Dep.	843	59,507	714	50,472	128	9,355

Port Regulations.—All vessels are prohibited entering Swinemunde, unless forced by stress of weather, without previously heaving-to for, and receiving, a pilot on board. But when compelled to enter without a pilot, the master is to observe the signals made from the lighthouse on the eastern pier, and to shape his course accordingly. If no flag be hoisted on the lighthouse, nor signal made, the port cannot be entered, and the master must either anchor in the roads, or stand out to sea. After the pilot has been received on board, the master is bound, in all cases, to conform to his directions. Within 24 hours after arrival, the master must deliver to the custom-house an account of the species and quantity of each article on board; and he is subjected to a heavy fine if this account should turn out to be incorrect. He is to abide by the instructions given him as to discharging his cargo, loading, &c. No gunpowder is to be kept on board, nor any inflammable matter boiled in the ship. All ships proceeding from Swinemunde to Stettin must have pilots. The master must produce at the police-office the master roll of the crew, and the passports of the passengers, if there be any on board. The latter are bound to go with him to the police, and the crew if desired. All presents to pilots and custom-house officers are strictly prohibited. Vessels directed to perform quarantine must immediately hoist the yellow flag; and on no account quit their assigned berth. The master is responsible for the conduct of the crew; and if any of them be discharged or remain on shore, he must give notice thereof to the police.

The following regulations apply to all the Prussian ports:—

Notification to Captains of Ships respecting Importation and Exportation by Sea in the Prussian Dominions:—

As soon as a ship arrives in the road, and has complied with the police regulations of the port (which are communicated to her), the captain repairs to the custom-house, and delivers a complete list or manifest of cargo. This list bears the title of a chief declaration, or manifest; and, in preparing it, the following conditions are to be observed:—

If the whole cargo be not destined for the port, *that* part which is to proceed farther with the ship is to be placed under a distinct division.

The goods accompanied with bills of lading are entered in rotation after each other for every bill of lading.

The account (or assessor) is made out in kind and quantity, agreeable to those measures and divisions adopted in the tariff for the payment of duties.

Excepting therefrom various articles conveyed in an unpacked state, the following measures are valid:—

For beer in casks, tuns of 100 Prus. quarts.

For wines, brandy, and vinegar in casks, (ohmers) of 50 Prussian quarts.

For herrings, barrels.

For burnt chalk, tuns of 4 Prus. bushels.

For all other packed articles, quintals of 110 pounds gross weight.

If there be a number of packages of similar articles, and each package contains an equal quantity, they may be entered summarily, according to their number and size; and a general statement of the contents will suffice.

If the contents of the packages be different, then the contents of each must be specified.

The luggage of the passengers must be marked as such in the report. If it consist of general travelling luggage, it will be enough to state the particular boxes or parcels; but if it consist of goods, then must these be stated, according to number and kind.

The individual property of the captain, with the exception of the provisions, is stated like other tradesmen's property, with omission of the declaration of a receiver; and it is also stated in the declaration what articles remain out of the ship's hold.

Under letter A. a specimen is given of the report. It must be filled up exactly according to this example, and prepared according to the instructions before mentioned, and written fairly and correctly, in the German language.

This declaration is binding on the captain, and every error that may be discovered on the unlading, or on examination, brings with it the punishment fixed in s. 121. of the regulation of customs.

If the captain have not brought with him a report, he may have one completed in the port, by a custom-house officer, in which case he gives up all his papers to the said officer, who then stamps and numbers them, the last number being marked as such. The captain, at the same time, informs the officer of the property belonging to himself and passengers, of which there are no accounts; who thereupon makes out a list thereof, which is signed by the captain, and returned, in order to be used in preparing the report.

In case the report has to be prepared on shore, it must be delivered up in 24 hours, at latest, after the arrival of the captain in the road; if not, possession is taken of the ship, at his expense, which, according to the judgment of the customs, may take place even sooner, but free of expense.

It is the business of the captain to procure for himself the necessary information for the report in the arranged manner, on receipt of the cargo. If he be without this, and a report of the cargo as ordered cannot be prepared, the directions of the customs regulations (s. 84.) are adopted. The required measures, in order to place in security the whole cargo, so that it may be discharged untouched, are taken; but several otherwise admissible facilities in the expediting, cannot be laid claim to.

Respecting the provisions, if they consist of articles which pay a consumption duty, a distinct or separate report must be given in duplicate. One is returned to the captain after a general revision, in order that he may take with him an equal quantity of the articles specified in it when he sails. If this do not happen, or if the departure do not take place within a twelvemonth, then the consumption duty is to be paid on the articles remaining on hand. The captain is, however, at liberty to deposit the provisions, subject to the consumption duty, at the custom-house until he sail.

Other articles, not properly belonging to the cargo, are in so far admitted, that they *undoubtedly* belong to the ship's inventory, and are utensils for the voyage. Articles which are not counted as such are taxed if they be subject to a consumption tax, or, in order to take them again away, they are deposited at the custom-house.

If the ship remain in the road, and do not enter the harbour, but conveys these the cargo by lighters, the consumption in the road is tax free. A report of the provisions suffices, and no other control (ver it only takes place when, in particular cases, it is considered necessary.

If the captain have another destination, and only visits the harbour through necessity, then, in order to the security of the vessel and cargo, a general inspection only takes place, so that no part of the cargo may be sold or disposed of. When, however, such security has been given, a report is made of the cargo in as far as the ship's papers and the knowledge of the captain admit.

Respecting the further treatment of the business, the custom-house will take such other measures, according to circumstances, viz. whether the cargo remain untouched, or whether the same must be wholly or partly discharged for the repair of the ship, so that the cargo may be exported in its original state.

If a portion of the cargo is to be disposed of in the country, it is expedited in the same way as other import goods.

In cases of stranding, after the first salvage of the goods, the nature and quantity thereof is ascertained, with the assistance of the stranding officers, and must be placed in security till further direction be given about it.

The cargo of vessels which put in to winter must be announced as soon as possible, in as far as the ship's papers give information for, and the knowledge of the captain extends upon the subject. The inspection of the external parts of the vessel, and the articles contained therein, takes place directly, and the entrances to the ship's hold are locked. Until the declaration, inspection, and locking up of the vessel takes place, she is guarded, at the expense of the captain; which guard, in particular cases, may last as long as the customs department may deem necessary.

Vessels which only anchor in the roads, and do not enter a port, are out of the control of the customs officers: they must not, however, hold any intercourse with the shore, or the port, otherwise they must give in reports beforehand, and present their papers.

If the vessel remain in the roads longer than 24 hours after declaration is made, before proceeding to put in or unload, if the one or the other be not prevented by stress of weather, then an officer repairs to the ship, examines the decks and the articles thereon, and locks up the entrances, &c. to the hold.

To the officers who are ordered for service on board the vessel is afforded a proper maintenance or treatment, the same as is given to travellers of the trading class.

If the occupation of the vessel takes place, at the cost of the captain, he is then obligated to give the officers the daily pay of their rank, as regulated, and to provide for their return to their dwelling place.

If it happen that officers, owing to an interrupted communication with the shore, are forced to remain beyond 2 days on board, then the captain must give them their meals, or their paying for the same: and if any difficulty arise about the charge, it is to be decided by the police authorities.

In all cases, the captain must row back the officers from the road to the harbour.

The directions of the officers, touching the discharge of the vessel, in order that they may be able to exercise properly the duties of their office, must be followed.

If a captain has a well-founded complaint to make about the conduct of the officers, he must present it at the head custom-house; and may, after previous examination, expect, without delay, their dismissal (abatu lung). To every captain, after clearing out, the register of complaints (which, according to s. 107. of the regulation of taxes, must be in every custom-house) is presented, in order that he may enter therein his name, and whatever complaint he may have to make.

Specimen A. (referred to above).

Report of Captain , as to the Contents of the Vessel called No. from

The Vessel carries Lasts of 4,000 Prussian Pounds.

Running No. of the Ships' Papers.	Names of Consignees.	Description of the Goods.	No. of Packages.	Their running No.	Marks of Packages.	Gross Weight of Packages.	Other Rate of Measure.	Further Remarks of the Declarer.	Official Notices where the Description of Goods is further explained.
						Quint. Lbs.			
1	Schmid.	Sugar loaves.	6 casks.	-	♀				
				1	8	4 50			
				2	10	5 —			
				3	16	4 60			
				4	29	3 100			
				5	29	4 10			
				6	36	5 —			
2	En ordre.	Coffee.	3 casks.	-	Φ				
				7	54	2 60			
				8	100	3 50			
				9	166	3 50			
3	Schulz.	Wine.	7 casks.	-	No signature.				
				10	- -	- -	6 aimers.		
				11	- -	- -	3¼ —		
				12	- -	- -	1½ —		
				13	- -	- -	1½ —		
				14	- -	- -	3 —		
				15	- -	- -	3¼ —		
				16	- -	- -	2½ —		
4	Brand.	Tallow.	2 casks.	-	□				
				17	14	0 4	- -	Are placed upon deck.	
5	Property of the captain.	Earthenware.	2 casks.	18	20	0 5	- -		
				-	No signature.				
				19	- -	2 0	- -	Are in the cabin.	
				20	- -	1 50	- -		
6	Bar.	Passengers' property, clothes and linen.	1 box	21	No signature.	Unknown.			
7	- -	Passengers' property, cotton goods.	1 pack.	22	- -	0 40			
8	Baner.	Iron plate black.	5 casks.	23	♀ 18 20	} 16 each, at 2 cwt.			
				29	24 50 36				
				30	42 50 61				
9	Lee.	Herrings.	40 barrels.	31 to 70	No signature.	- -	40 barrels.		
10	Schmidt.	Coffee.	20 bags.	71 to 90	- -	18 20 each bag, at 100 lbs.			

Table of Fees payable to the Brokers of Stettin, as fixed the 8th January, 1834.

	A. *On Goods, Bills of Exchange, and Money.*	*Doll. Sil. Pf. Gros.*
1.	On the negotiation of bills of exchange - per mille	1 0 0
2.	On changing money or papers, considered as money - —	0 15 0
3.	On every description of business in goods, excepting the corn trade - per cent.	0 7 6
4.	On the corn trade, viz.: — Wheat, rye, peas, and linseed (in so far as the latter is sold by the wispel) - —	0 7 6
	Barley, oats, and malt - —	0 15 0
	N. B. The items 1 to 4, inclusive, are to be paid both by the buyer and the seller.	
5.	On sales by auction, from the seller - —	0 15 0
	If the same be withdrawn previous to the fixed period, as remuneration -	1 0 0
6.	On certificates or extract of the journal, exclusive of the stamp -	0 20 0
	B. *Fees payable to Ship Brokers.*	
1.	For freighting vessels reckoned according to Prussian Normal lasts, payable by the owner as well as the afreighter - per last	0 1 6
2.	For the charter-party from both parties, the afreighter and charterer -	1 0 0
	The stamp is to be paid separately by the parties interested.	
3.	For reporting a vessel arriving with cargo — per Prussian Normal last	0 4 0

		Doll. Sil. Pf. Gros.
	(Without distinction as to the number of persons interested in the cargo, or whence the vessel comes.)	
4.	For reporting an outward-bound ship with cargo - per Prussian Normal last	0 2 0
5.	For reporting a vessel in ballast coming in or going out - —	0 0 10
	Note. — If a vessel, coming in or going out, be only partly laden, such cargo is reduced to Prussian Normal lasts, in proportion to the number of lasts stated in the ships' register, and according to this the duties are calculated. The items 3, 4, 5, the broker has to charge to the shipper.	
6.	For procuring money on bottomry, payable by the lender as well as the borrower, for every 100 dollars -	0 5 9
7.	For sales of ships or single shares from both parties, buyer and seller, whether by auction or privately, per cent. of the price -	0 7 6
	If the sale be not effected within the fixed period, on whole vessels -	5 0 0
	on shares -	2 0 0
8.	For certificates and extracts from the ship papers, statements of averages, or from the log book, exclusive of stamp	0 20 0

SUGAR. — We are glad to have to announce that the duty on East India sugar has been at length reduced to the same level as that on West Indian sugar, or to 24*s.* per cwt. — (6 & 7 Will. 4. c. 26.) East India sugar entered at the low duty is to be accompanied with a *certificate of origin*, subscribed by the officer of customs at the port of shipment. — (*Ibid.*)

SYRA. (See GREECE.)

SWEDEN.

Duties in Sweden on some of the Principal Articles of Import according to the Tariff issued 30th June, 1835.

Articles.	Quantity for Duty.	Import Duty. Swed. Money.	English Money.
		Rixd. s. re.	*L. s. d.*
Sugar:—			
Muscovado, brown and yellow	1 skip.	0 2 6	0 0 1 1-24
Crushed lump and Havannah white		0 5 0	0 0 2 1-12
Coffee		0 3 0	0 0 1 ¼
Tobacco leaf		0 6 0	0 0 2 ½
Segars	100 st.	1 0 0	0 1 8
Cut, Karduser, loose or packed	1 skip.	0 12 0	0 0 8
Kuaster		0 32 0	0 1 1 1-3
Spun or Negrohead		0 8 0	0 0 5 1-3
Stems		0 2 0	0 0 0 5-6
Tea		0 8 0	0 0 5 1-3
Wine in cask	1 kanna	0 24 0	0 0 10
bottle		1 0 0	0 1 8
Bottles to pay according to the kind of glass.			
Spirits, Hollands, brandy, rum, arrack, and not exceeding 12° strength	1 kanna	0 32 0	0 1 1 1-3
over 12°		1 0 0	0 1 8
Porcelain imitation, white, yellow, not painted, plates or dishes	1 skip.	0 2 0	0 0 0 5-6
other pieces		0 6 0	0 0 2 ½
Real, white or one-coloured		0 8 0	0 0 5 1-3
Gilt or coloured, or painted with flowers and figures		0 12 0	0 0 8
Cotton		0 0 6	0 0 0 1-3
Cotton goods:—			
Calico and like fabrics prohibited		prohibited.	
Cambric and like, above 76 threads per inch, fine, and from 6 to 9 qrs. wide (Swedish quarters)	1 ell	0 6 0	0 0 2 ½
Corduroy and corduit, not exceeding 4 quarters wide		0 10 0	0 0 4 1-6
Gauze, fawn, muslin — 9 —		0 5 0	0 0 2
Jem — 5 —		0 6 0	0 0 2 ½
Cotton velvet — 4 —		0 8 0	0 0 5 1-3
Shawls of dyed yarn, or printed under 7 qrs. square, exclusive of fringe		prohibited.	
Fancy, above 7 qrs. square, exclusive of fringe	1 sq. ell	0 8 0	0 0 5 1-3
Woollen goods:—			
Woollen cloth prohibited		prohibited.	
Frise, frisad, duffel, and Kalmuk	1 ell	1 0 0	0 1 8
Cassimere, not exceeding 6 quarters wide,			
White, black, yellow, or red	1 ell	0 24 0	0 0 10
Other colours		prohibited.	
Blankets	1 skip.	0 24 0	0 0 10
Flannel not exceeding 6½ qrs. wide	1 ell	0 10 0	0 0 4 1-3
Bombazette and bombasin — 5 —		0 3 0	0 0 1 ¼
Camlet — 6 —		0 4 0	0 0 1 2-3
Merinos — 9 —		0 6 0	0 0 2 ½
Woollen with a mixture of cotton or flax:—			
Bombasin lustré, not exceeding 6 qrs. wide	1 ell	0 4 0	0 0 1 2-3
Flannel		prohibited.	
Other kinds, not exceeding 6 qrs. wide	1 ell	0 8 0	0 0 3 1-3
Shawls under rixdol. 6-32 value		prohibited.	
of rixdol. 6-32 and upwards value (20 per cent.)	100 rixdls.	20 0 0	20 per cent. av.
Linen goods:—			
Sail and tent cloth	1 ell	0 8 0	0 0 3 1-3
Duck		0 12 0	0 0 5
Linen of different qualities, from rixdol. 0-3 to rixdol. 0-16			
Silk goods:—			
Crape, say, craped crape	1 skip.	6 24 0	0 10 10
Gauze or plain crape		5 16 0	0 8 10 2-3
Velvet		4 0 0	0 6 8
Tafeta, levantin, satin, &c.		prohibited.	
Other kinds of silk goods (long measure, ell goods)		6 0 0	0 10 0
Shawls of gauze or other thin stuff		8 0 0	0 13 4
Bonnets de Soie		6 32 0	0 11 1 1-3
Other descriptions		prohibited.	
Silk with a mixture of cotton, wool, or flax:—			
All descriptions of long-measure goods	1 skip.	3 16 0	0 5 6 2-3
Shawls of less value than rixdol. 10		prohibited.	
more — 10 (20 per cent.)	100 rixdls.	20 0 0	20 per cent. av.
Iron goods:—			
Pots and kettles of 1½ inch thick and under, stoves, gates, rails, &c.	1 skip.	8 0 0	0 13 4
Castings for machinery, whole or in pieces		6 0 0	0 10 0
Not specified		33 16 0	2 15 6
Anchors and anchor stocks		12 24 0	1 0 10
Kedges, grapples, bolts, hammers		20 0 0	1 13 4
Bar and hoop iron		prohibited.	
Plates under 3-8ths of an inch, and above 6 lispounds each		9 0 0	0 15 0
Chains		12 24 0	1 0 10

Navigation Laws of Sweden.—A new navigation law was passed for Sweden on the 28th of October, 1833. The following extracts from an Ordinance, issued on the 22nd of December of the same year, should be attended to by all merchants and ship-owners engaged in the trade with Sweden:—

"The masters of foreign, as well as Swedish vessels, who take in goods destined for Sweden at a foreign port, where a Swedish consul is stationed, are required before their departure to produce to the consul a duplicate, signed by them, of the manifest of the cargo, along with the original bills of lading. After the consul has compared the bill of lading with the manifest, and found them to agree, and affixed his attestation thereof in the manifest, these papers, of which the bills of lading are to have a string drawn through the whole, and the consul's seal affixed thereon, are to be returned to the captain.

"The bills of lading for cargoes coming from an European port, and not shipped in bulk, must state the mark and number, with the gross weight and cubic contents of each package, according to the weights and measures in use at the port of loading. A captain, Swede or foreigner, in charge of a laden vessel from a port where a Swedish consul is stationed, is required, on giving in at the custom-house a list of his cargo, to deliver at the same time a duplicate of his manifest, attested as stated in the first paragraph, or otherwise he will be subjected to a fine of one hundred rix-dollars.

"A captain, foreign or Swedish, destined to a port in Sweden not enjoying the privilege of receiving goods in bond, and having on board his vessel goods for re-exportation not admitted for consumption in Sweden, must show proof by passport, certificate, or other duly authenticated document from the port of loading, that he intended to proceed with such goods to a foreign port therein specially named, or otherwise such goods will be liable to confiscation."

N. B. The ports enjoying the privilege of receiving goods in bond, prohibited as well as permitted, are the following:—Stockholm, Gothenberg, Carlshaven, Landecrona, and Soderkoping.

Statement of the Commerce and Navigation of Sweden with Foreign Countries, in 1833.

Countries.	Commerce.						Navigation.					
	Value of Merchandise imported from Foreign Countries.			Value of Merchandise exported from Sweden.			Tonnage of the Ships arrived at Sweden.			Tonnage of the Ships sailed from Sweden.		
	By Swedish Ships.	By Foreign Ships.	Total.	By Swedish Ships.	By Foreign Ships.	Total.	Swedish Ships.	Foreign Ships.	Total.	Swedish Ships.	Foreign Ships.	Total.
	Rixd. bs.	*Rixd. bs.*	*Rixd. bs.*	*Rixd. bs.*	*Rixd. bs.*	*Rixd. bs.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Norway	720,755	1,033,114	1,753,869	344,275	499,172	753,447	5,754	17,903	23,657	10,587	7,587	24,174
Finland	14,483	1,354,152	1,368,634	86,301	879,313	965,614	934	22,645	23,579	1,317	24,866	26,113
Russia	1,010,450	34,078	1,044,528	288,471	6,139	294,650	3,234	944	4,228	4,041	660	4,701
Prussia	82,270	26,803	109,073	385,167	130,584	715,751	3,641	1,296	4,937	4,338	1,144	5,482
Mecklenburg	79,081	0	79,087	411,445	42,866	457,309	4,156	792	4,948	4,199	686	4,885
Denmark	1,299,884	243,700	1,444,585	1,387,107	162,242	2,049,349	21,887	5,017	26,904	27,358	1,136	28,794
Hamburg	1,001,353	27,571	2,628,906	77,458	33,220	709,825	7,130	2,686	9,822	3,140 5,770	176	9,686
Lubeck										449		449
Bremen	28,326	-	28,326	101,605	-	101,605	-	-	-	-	-	-
Netherlands	240,855	25,620	246,473	415,237	330,927	746,164	2,336	4,101	6,437	4,234	1,898	9,232
Belgium	56,907	-	56,907	136,818	-	136,818	-	-	-	4,451	-	4,451
Great Britain	450,245	914,905	1,365,149	1,582,114	2,479,269	4,061,383	4,490	15,323	17,813	7,710	18,187	25,897
France	396,327	856	397,183	1,250,250	235,824	1,486,074	2,891	5,638	6,529	15,890	9,065	24,955
Spain	175,319	2,398	177,917	84,529	-	84,529	4,647	295	4,942	9,458	-	9,458
Portugal	186,641	102	186,743	323,193	-	323,193	7,095	216	7,309	10,346	76	10,422
Sardinia	-	-	-	52,824	-	52,824	-	-	-	606	-	606
Tuscany	32,871	-	32,871	42,569	-	42,569	421	-	421	1,411	-	1,411
Two Sicilies	5,547	-	5,547	-	-	-	-	-	-	895	-	895
Austria	-	-	-	50,746	-	50,746	-	-	-	647	-	647
Egypt	-	-	-	85,875	12,000	98,875	-	-	-	1,317	152	1,469
Algiers	-	-	-	63,425	-	63,425	-	-	-	371	-	371
Brazil	1,585,790	1,040	1,634,830	229,018	820	230,138	2,607	-	2,607	4,192	-	4,192
West Indies	204,678	15,256	224,914	4,675	34,457	39,132	186	-	186	588	-	307
Other Places	819,151	327,310	1,146,141	1,686,837	1,684,963	3,354,900	1,215	800	2,015	6,903	6,100	13,003
Totals	9,660,728	4,424,915	13,885,641	10,460,885	5,442,096	16,902,979	72,638	73,636	146,274	135,398	75,382	211,580

SWEETS. — An excise duty was imposed on sweets — that is, on home-made wines, mead, or metheglin, &c. — manufactured for sale, so early as 1696. In 1803 it amounted to 49*s.* a barrel; the produce of the duty varying from that year to 1816 from about 21,000*l.* to about 33,000*l.* a year. But in 1816 it fell off to little more than half its previous amount. This sudden decline was doubtless occasioned by the great increase in the consumption of Cape wine, consequent to the reduction of the duty on it, in 1814, from about 6*s.* to about 2*s.* 6*d.* a gallon. In 1817 it was attempted to revive the manufacture of home-made wine, by taking a third from the duty on sweets; which amounted, after the reduction, to about 1*s.* 0¼*d.* a gallon; and in 1826 it was further reduced to 6*d.* But the ease with which the article may be made by private individuals, and the decisive check given, by the introduction of Cape and other cheap foreign wines, to the use of home-made substitutes, prevented these reductions from having any material influence; and in 1832 the duty had dwindled to 3,721*l.* Under these circumstances, the Commissioners of Excise Inquiry wisely recommended the abolition of the duty, which has been effected by the act 4 & 5 Will. 4. c. 77. — (*Fifth Report by Commissioners of Excise Inquiry*, p. 13, &c.)

SYDNEY.

Population. — There was, in the former impressions of this work, an account of the population of the colony of New South Wales, according to the census of 1828, accompanied with an intimation that doubts were entertained as to its accuracy. These have since been fully confirmed by the returns obtained under a census taken on the 2d of September, 1833. It appears from them that the population of the colony of New South Wales, exclusive of aborigines, amounted at that date to 60,261; of which were —

	Free.	*Convict.*		*Total.*
Males	22,843	21,845	Males	44,688
Females	15,475	2,098	Females	15,573
	38,318	23,943		60,261

Of the free population, 5,265 males and 4,944 females were under 12 years of age. The total population of the colony on the 1st of January, 1836, was estimated at 80,000. — (See *Dict.*, p. 1029.)

Wages in New South Wales. — Every one in any degree familiar with such subjects is aware of the extreme difficulty of obtaining accurate accounts of the rate of wages. But in the case of colonies, this difficulty is materially increased; it being the object of those interested in the encouragement of emigration to set its advantages, of which high wages are probably the greatest, in the most striking light, and conversely. Hence, in former impressions of the Dictionary, we did not venture to lay any details as to the rate of wages at Sydney before the reader, except those given by the Emigration Commissioners; and as these gentlemen mentioned that their statements had been obtained from the colonial agent, and other authentic sources, we had no doubt of their accuracy. This confidence, however, though apparently well founded, seems to have been not a little misplaced. The Rev. Henry Carmichael, one of the professors in the Australian College, Sydney, has shown, in his valuable tract, entitled *Hints to Emigrants to New South Wales*, that the statements put forth by the Emigration Commissioners were "calculated very seriously to mislead;" and that, in point of fact, they have misled very many individuals, who, on arriving at Sydney, found the wages far below what they had been made to expect.

A committee, consisting of the most intelligent persons of the class referred to, have drawn up a report on the eligibility of New South Wales as a place of resort for emigrant mechanics, in which, among other things, they declare that the account of the rate of wages (see *Dict.*, p. 1103.), published by the Emigration Commissioners, "is extravagant and ridiculous." "Common labourers," they say, "do not earn more than 1*s.* to 5*s.* per week, with rations and lodgings; mechanics, out of Sydney, do not average more than 15*s.* to 20*s.* per annum, with rations, &c.; mechanics of the highest qualifications, in Sydney, do not average more than 2*l.* per week the year round. Agricultural labourers, capable of managing a farm in the capacity of bailiff, not more than 15*l.* to 20*l.* per annum, with rations, and but to live in; and persons of higher grades and similar occupations cannot get more than 40*l.* to 60*l.* per annum, and rations."

In corroboration of the accuracy of these statements, Mr. Carmichael gives the substance of a letter from William M'Pherson, Esq., collector of internal revenue, and secretary of the Emigrants' Friend Society, dated the 18th of June, 1833.

"Good mechanics can earn, in Sydney, from 30*s.* to 40*s.* per

week, without board or lodging; and in the country, from 20*l.* to 30*l.* per annum, with house and rations.*

"Common labourers in Sydney obtain about 14*s.* per week, without board or lodging; and in the country, about 12*l.* per annum, with house (or rather hut) and rations.*

"Wages given to farm servants vary with the it qualifications; 50*l.* to 60*l.*, with a house and rations, may be considered the highest wages given to overseers of a superior description, and 20*l.* to 25*l.* to those of humbler pretensions.

"There being married or single makers, in general, no difference in the rate of wages, unless where the females are expected to perform any domestic duties; but rations are usually given to the wife and children of a married overseer as well as to himself.

"Good ploughmen, or shepherds, obtain from 15*l.* to 20*l.*, with a house and rations.

"Wages of domestic servants are—

Of a single man	from *L.*12 to *L.*20	
Of a single woman	— 8	15
Of a married couple	— 20	30

"*N.B.* — A married pair of emigrants may easily find a small house, containing 2 apartments, to accommodate them on their arrival, at a weekly rent of from 7*s.* to 10*s.*, and an un-married man may lodge and board for 10*s.* 6*d.* per week."—*Chisholm's Tract*, pp. 32, 33. London, 1842.

These statements certainly differ very widely from those of the Emigration Commissioners. The greater mildness and salubrity of the climate appears to be the principal, or rather, perhaps, the only recommendation in favour of emigrating to Australia rather than to Canada or the United States; but whether this be a sufficient counterpoise to the vast distance of Australia from Europe, the heavy expense of the voyage thither, the chances of drought, and the high price and general bad quality of the land, is a point as to which we do not presume to decide; but it is one that deserves the serious attention of every one who is projecting a visit to the antipodes.

* The rations allowed to free labourers may be rated per week as follows, viz.—

	Lbs. oz.		*Lbs. oz.*
Flour	10 0	Tobacco	0 2
Beef and mutton	10 0	Salt	0 2
Tea	0 2	Soap	0 2
Sugar	1 0	Milk	7 quarts.

This latter (the milk), being given in lieu of tea and sugar. So that labourers, if well-behaved and industrious, are able to raise themselves above the station which they occupy at home.

(For full and recent details as to Sydney, see that article in *Dict.*)

TARIFF, (BRITISH.)— Instead of the customs duties on the undermentioned articles, imposed by the act 3 & 4 Will. 4. c. 56., given in the first column of the Table entitled TARIFF in the *Dictionary*, the acts 4 & 5 Will. 4. c. 89., 5 & 6 Will. 4. c. 32., 6 & 7 Will. 4. c. 60., &c. have substituted the following:—

	L.	*s.*	*d.*
Apples, dried — the bushel	0	2	0
Aristolochia — the lb.	0	0	1
Ashes, pearl and pot, imported from a British possession in Europe — the cwt.	0	5	0
Beads of glass — the lb.	0	1	0
Books in the foreign living languages, being of editions printed in or since the year 1801, bound or unbound — the cwt.	2	10	0
Bottles of earth or stone, viz. empty — the dozen	0	0	6
full	Free.		
Boxwood — the ton	0	10	0
Bronze, viz. all works of art made of bronze, the cwt.	1	0	0
other manufactures of bronze, for every 100*l.* of the value	30	0	0
Bugles — the lb.	0	1	0
Cassava powder or starch, the produce of and imported from any British possession in America — the cwt.	0	1	0
Casala fistula — the lb.	0	0	1
Cedar — the ton	0	10	0
Chalk, viz., prepared, or otherwise manufactured, the 100*l.* of value	10	0	0
Chalk, unmanufactured, the 100*l.* of value	5	0	0
Chicory, or any other vegetable matter applicable to the uses of chicory or coffee — viz., raw or kiln-dried — the cwt.	1	0	0
Roasted or ground — the cwt.	2	16	0
Clinkers, called Dutch clinkers — the 1,000	0	10	0
Coffee, the produce of, and imported from Sierra Leone, or any British possession within the limits of the East India Company's charter — the pound	0	0	6
Currants — the cwt.	1	2	3
Drugs, not particularly enumerated or charged with duty in this or any other act — per cwt.	0	2	0
Ebony, the produce of or imported from any foreign country — the ton	0	10	0
Feathers, viz., ostrich, undressed — the lb.	0	1	0
Ditto, viz., paddy bird — the lb.	0	1	0
Figs — the cwt.	0	15	0
Flower roots, the 100*l.* of value	5	0	0
Ginger, preserved, the produce of, or imported from, any foreign country — the lb.	0	0	6
Grapes, for every 100*l.* of the value	5	0	0
Horns and horn tips — the ton	0	1	0
Lignum vitæ — the ton	0	10	0
Mahogany, imported from any foreign country, entered after the 5th of July, 1837 — the ton	5	0	0
Maps or charts, or parts thereof, viz.:—			
plain — each	0	0	1
coloured — each	0	0	2
Marmalade, the produce of, or imported from, any foreign country — the lb.	0	0	6
Mats and matting, for every 100*l.* of the value	20	0	0
imported from any British possession, for every 100*l.* of the value	5	0	0
Morphia and its salts — the lb.	0	15	0
Nickel, viz., arsenate of nickel, in lumps or powder, being in an unrefined state, the 100*l.* of value	5	0	0
Nickel, metallic, refined, and oxide of nickel, the 100*l.* of value	20	0	0
Nuts, viz., castor nuts or seed — the ton	0	1	0
Oil, viz., castor oil — the cwt.	0	1	3
Oil, viz. animal oil — the cwt.	0	2	6
cocoa nut oil — the cwt.	0	1	3
olive oil — the tun	4	4	0
the produce of or imported from any part of the dominions of the King of the Two Sicilies, after 31st of August, 1834 — the tun	8	8	0
Olive oil, imported in a ship belonging to any of the subjects of the King of the Two Sicilies, after 31st of August, 1834 — the tun	10	10	0

(*Note.*—See art. OLIVE OIL in this *Supplement.*)

	L.	*s.*	*d.*
Palm oil — the cwt.	0	1	3
Olive wood, the produce of, or imported from, any foreign country — the ton	2	10	0
Opium — the lb.	0	1	0
Orange flower water — the lb.	0	0	1
Palmetto thatch, the produce of and imported from the British possessions in America — the cwt.	0	0	1
Pears, dried — the bushel	0	2	0
Plantains, dried, the produce of and imported from the British possessions in America, for every 100*l.* of the value	5	0	0
Plate, old, not battered up, having been in private use of the importer while residing abroad, and intended for his private use in this kingdom, viz.:—			
Silver — the oz.	0	2	6
Gold — the oz.	1	0	0
Plums, commonly called French plums and prunelles — the cwt.	1	0	0
Prunes — the cwt.	0	7	0
Quinine, sulphate of — the oz.	0	0	6
Rags, viz., old woollen rags — the ton	0	1	0
Raisins — the cwt.	0	15	0
the produce of and imported from any British possession — the cwt.	0	7	6
Rice, rough, or paddy, the produce of the west coast of Africa, imported from a British possession on that coast — the bushel	0	0	1
Rice, rough in the husk, imported from the west coast of Africa — the quarter	0	0	1
Rosewood — the ton	6	0	0
Seal skins of British taking, imported direct from the fishery or from a British possession, the dozen skins	0	0	1
Sebadilla seeds — the cwt.	0	4	0
Speckled wood, the produce of, or imported from, any foreign country — the ton	2	10	0
Spices, viz.:—			
Cloves — the lb.	0	0	6
Mace — the lb.	0	2	6
Pepper — the lb.	0	0	6
Pimento — the lb.	0	0	3
Spirits, viz. liqueurs, the produce of and imported from the British possessions in America, viz. not being of greater strength than the strength of proof by Sykes's hydrometer — the gallon	0	2	0
being of greater strength — the gallon	0	13	6
Succades, the produce of, or imported from, any foreign country — the lb.	0	0	6
Sugar, the produce of British India — per cwt.	1	4	0
Sweet wood, the produce of, or imported from, any foreign country — the ton	2	10	0
Tea — the lb.	0	2	1
Teak wood — the load	0	10	0
Teak wood, imported from any British possession within the limits of the East India Company's charter — the load	0	0	1
Teeth, viz., elephant, sea-cow, sea-horse, or sea-morse teeth — the cwt.	0	1	0
Verdigris — the lb.	0	0	6
Water, viz., mineral water — the gallon	0	0	1
Wax, viz., bees' wax, unbleached, the produce of the west coast of Africa, and imported from thence — the cwt.	0	10	0

TARIFF, (RUSSIAN).—We have great pleasure in laying the following important document before our readers. By comparing it with the late tariff, it will be seen that nearly 100 articles that were formerly prohibited are now admitted under payment of duties; and that the duties on several articles that were formerly admitted have been materially reduced. The publication of this tariff is evidence that sounder and more enlarged opinions on commercial affairs have made their way into the cabinet of Petersburg. The duties on many imported articles are still, no doubt, quite oppressive;

but it may be fairly presumed that the advantages resulting from the increased commerce which the present measure will certainly occasion, will most likely lead, and probably at no very distant period, to further relaxations. No European country possesses half the resources, or means of adding to her wealth and population that are possessed by Russia; and nothing will do half so much to excite the industry of the people, and to make them avail themselves of the vast capacities of production within their reach, as the establishment of a liberal commercial system. Russia has already reaped very great advantages from her foreign trade; but they are trifling compared to what they would be, were she to renounce all attempts prematurely to bolster up the finer descriptions of manufactures, and to allow her industry to be employed in preference in the numerous departments in which she is either equal or superior to others. Having by far the largest share of the foreign trade of Russia, it is pretty certain that the new tariff will be decidedly more advantageous to us than to any other foreign power. The Russian government was, no question, fully aware of this, and the concessions are on that account the more creditable to it. No one acquainted with the history of this country during the last half dozen years, can fail to know that a party amongst us have exerted themselves to the utmost to embroil the two countries; and have even gone so far, in furtherance of their object, as to establish journals apparently for the sole purpose of abusing and misrepresenting the government and people of Russia. We are not going to undertake the defence of that power, but we have yet to learn what she has done to injure us; and her conquests, how objectionable soever in some respects, have, in most instances, materially promoted the interests of commerce and civilization. The Russian government has, however, acted wisely as well as magnanimously in despising the abuse alluded to. Instead of being enemies or estranged from each other, there are no two nations between whom so intimate a friendship ought to prevail as Russia and England. They have no really conflicting interests; she cannot injure us, nor we her. The products of the one country are admirably suited for the markets of the other; and a farther modification of protecting duties in Russia, accompanied, as it ought to be, by the adjustment of our regulations as to corn and timber on sound principles, would add prodigiously to the intercourse between the two countries, and establish it on foundations not to be shaken.

TARIFF of the Articles of Foreign Merchandise the Importation of which is permitted into Russia, and of various Articles the Duty upon which has been reduced or modified.

Description of Merchandise.		*Import Duty. Rbls. Cpc.*
Amber, in lumps or dust	per lb.	0 5
Ditto, cut	—	4 0
Aromatic oils of every description, in bottles cut and polished, gilt or silvered, with metallic covers and stoppers, and in general with ornaments; also in bottles not cut, but with moulded ornaments, the whole to be weighed together	—	5 0
[OBSERVATION.—The oil of bitter almonds is still prohibited.]		
Almond paste	—	0 80
Ditto husks	—	1½ 0
Brooms	—	0 50
Butter of cows' or sheep's milk	—	5 0
Borax	—	2 50
Blacking (including the bottle or other vessel)	—	0 60
Bonbon books, bound	—	5 0
Bones of various animals (ground)	—	1 50
Brushes (artists', mounted in any species of metal)	—	3 0
Beads worked into purses, &c. (if mounted, they are prohibited)	—	1 50
Cider	per hhd.	35 0
Ditto, in bottles	per bottle	0 40
Cocoa, every preparation of	per lb.	1 0
Candles (of spermaceti)	—	10 0
Chocolate of every description	—	1 0
Cases for razors, needles, &c., together with the boxes, coffrets, and other articles for ladies' work tables, with the exception of such as may hereafter be especially mentioned	—	5 0
Corals, cut or moulded after any fashion (with the exception of such as may hereafter be named in this tariff)	—	4 0
[OBSERVATION.—Corals, both natural and artificial, mounted in gold, or silver, or other metals, are still prohibited.]		
Colours, for artists, with the wooden, tin, or *papier maché* boxes in which they are packed	—	1 0
COTTON GOODS, and goods half cotton, mixed with hemp or flax, viz.—		
White handkerchiefs of cambric, &c.	—	1 50
Stockings and nightcaps, coloured	—	0 70
Ditto, embroidered	—	4 0
Cotton goods, dyed, of one colour, and embroidered (those excepted which may be mentioned in another part of this tariff)	—	1 50
Handkerchiefs of the same description	—	2 0
All cotton goods, of various colours and designs, whether striped or woven, made up and embroidered, &c. (except those specially mentioned elsewhere)	—	2 0
Handkerchiefs of a similar description	—	2 50
[OBSERVATION.—1. Nankins and all sorts of cotton and half cotton goods, woven and printed, whether transparent, non-transparent, or demi-transparent, with the exception of those hereinafter named, remain prohibited. 2. Turkish goods, up to this time prohibited or not named, are to be included in the list above mentioned. 3. As doubts often arise whether white cotton goods, when checked or striped, or otherwise similarly designed, are to be considered as non-transparent or demi-transparent, and seeing the great difference in the custom-house duties on these articles, it is ordained, that in the number of goods of this description, of which the duty on the non-transparent is fixed at 70 copecs, and on the transparent and demi-transparent at 2 roubles 20 copecs per lb., those shall be considered as non-transparent which, in the pound weight, contain less than 9¼ archines square; those, on the contrary, which contain more than 9¼, and not more than 12½ archines square, shall pay 1 rouble 40 copecs, instead of 2 roubles 20 copecs, in silver money, per lb. The minister of finance is furthermore authorised to make, during the year 1858, such changes as may, by the practice of the interval, appear necessary with regard to the contents of the weight of the above-mentioned articles, by giving the trading public due notice of his determination. He shall, besides, send to the custom-houses, and give them the necessary instructions upon the subject of the duties to be levied upon those goods which until now have been considered transparent, even when these objects cannot be assimilated to the above rule.		
[It is self-evident that this rule does not extend to the cotton goods, upon which a duty has been imposed of more than 70 copecs per lb. on the one description, and of 2 roubles 20 copecs per lb. on the other; nor upon those specifically mentioned, as tulles, petinets, and lace of Turkish fabric, admitted exclusively into the ports of the Black Sea and the Sea of Azof.]		
Chalk	per berkov	1 0
Cheese	per lb.	4 0
Cork	—	free.
Cotton, hempen, and other wicks, for lamps or candles	per lb.	5 0
Coffee and pepper mills	—	0 80
Dross of lead or scoria	—	3 0
Dolls of every description	—	4 0
Enamel—paintings upon enamel, except images and painted table ware, which remain prohibited		free.
Emery, in dust	per lb.	0 20
Earthenware, white, or if one colour without gold or silver design or border	—	4 0
Ditto, with gold or silver borders, ornaments, &c.	—	10 0
Fruits—apples and pears, fresh, per barrel of 2 ankers		0 75

Description of Merchandise.		Import Duty. Rbls. Cop.
Fish-hooks and bait, and fishing-rods	per lb.	0 80
Flaxen and hempen goods:—		
Pocket-handkerchiefs, white, with or without borders, with the exception of those specifically mentioned	—	1 80
White flaxen or hempen cloth, with the exception as above; also white flaxen or hempen cloth, with an admixture of cotton	—	1 50
Ditto, dyed, painted, flowered, woven, knit, or embroidered	—	6 0
Handkerchiefs of a similar description to the above	—	8 0
Tablecloths, napkins, and towels of linen; ditto with an admixture of cotton, white, coloured, flowered, woven, and embroidered	—	2 0
Stockings and nightcaps, of hempen or flaxen thread, either of one or of many colours	—	1 0
Ditto, embroidered	—	1 50
[Observation.—Every other article of flaxen or hempen manufacture printed, with the exception of the above-mentioned, are still prohibited.]		
Galanga, in dust	—	2 0
Gloves, of cotton or demi-cotton, with threads of flax or hemp, white or coloured, woven or knit	—	0 70
Similar gloves, embroidered	—	1 0
Gloves of flax or hemp, white or coloured	—	1 0
Ditto, embroidered	—	1 50
Ditto of white silk, half silk, or a mixture of silk, woven or knit	—	4 0
Ditto, coloured	—	5 0
Ditto, embroidered	—	6 0
[Observation.—Chamois gloves are still prohibited.]		
Ginger, whole or ground	—	3 0
Gum, elastic, in lumps or bladders	—	0 50
Garnets, natural and artificial	—	1 50
[Observation.—Mounted garnets are still prohibited.]		
Gingerbread, &c.	—	0 50
Horses and mares	each	30 0
Herrings (salted), English and Scotch	per barrel of 9 lbs.	1 20
Indigo	per lb.	5 0
Ink powder	—	1 0
Leathers, prepared skins of the elk and the stag	—	3 0
Meerschaum, worked and mounted	—	2 0
Macaroni and vermicelli of every description	per pood	4 0
Machines containing any chemical inflammable matter, in cases, boxes with painted ornaments, or bronze, &c., the whole weighed together	per lb.	1 0
Marbles and porphyry, worked, without bronze or other ornaments	—	1 0
Masks of every description	—	4 0
Metals—copper moulds for the making of macaroni, vermicelli, and scent boxes	per pood	6 0
[Observation.—Moulds for macaroni and and vermicelli, arriving with and making part of the apparatus for the manufacture, pass without paying duty.]		
Mustard, ground	per lb.	0 20
Ditto, prepared; weighed with the vessel	—	0 55
Plated goods (every species of)	—	2 0
Playthings for children (every species of)	—	2 0
Parry	per hhd.	35 0
Ditto, in bottle	per bottle	0 40
Picture frames of every description, with the pictures, per archine, and counting the fractions as entire archines	—	0 50
[Observation.—Frames without the pictures are still prohibited.]		
Potatoes imported by sea	per chetvert	0 50
[Observation.—The importation by land is free of duty.]		
Paper of every description which is not specifically exempted in another part of the tariff	per lb.	0 40
Pearl, mother of, and imitation of	—	1 50
[If mounted in gold, silver, or other metal, they remain prohibited.]		
Pimento, English	per pood	4 0
Pepper, native	—	4 0
Ditto, white, black, or red, ground	—	4 0
Pens, writing	per lb.	1 0
Riding whips, simple or mounted	each	0 45
Slates	per lb.	0 1
Scent bags, of silk	—	2 0
Scented waters of every description, in bottles of cut and polished crystal, with covers and stoppers of metal, and with ornaments in general, as well as in bottles not polished, but with mould ornaments, the whole to be weighed together	—	2 0
Skins of the American marten or rats	—	0 80
Ditto, bears	—	2 0
Ditto, tigers, panthers, lions, zebras, and leopards	—	2 0
Ditto, lynx	—	0 50
Ditto, musk rat	—	0 15
Sago, Indian	—	2 0
Silk goods, either wholly silk or mixed with cotton, &c., not transparent, with coloured designs woven, embroidered, excepting those specially designated	—	6 0
Silk, not transparent, interwoven with gold or silver threads, &c., except such as are specially designated	—	8 0
[To this duty are assimilated silk goods of Turkish manufacture, the entrance of which was formerly prohibited.]		

Description of Merchandise.		Import Duty. Rbls. Cop.
Silk handkerchiefs, white or coloured, not transparent, excepting those specifically named	per lb.	6 0
Ditto, flowered or embroidered	—	8 0
Ditto, with gold or silver threads	—	10 0
Ditto table covers, &c.	—	8 0
Ditto nightcaps, coloured and flowered	—	5 0
Ditto ditto, and stockings, embroidered	—	6 0
Ditto carpets	—	8 0
[Every sort of silken manufacture not included in the above, as well as the ribbands of orders of nobility, are prohibited.]		
Ditto tale	—	0 63
Tooth picks of every description	—	2 10
Teeth of every sort of fish	per pood	3 0
Ditto of elephants and hippopotamus	—	2 0
Ditto ditto, in tablettes	—	3 0
Ditto ditto, for poisons	—	8 0
Wax (raw), yellow, white, or coloured	—	1 50
Ditto used by upholsterers, and that made use of in grafting trees	—	1 50
White lead (Enghien) and cinnabris	—	1 50
Whalebone (fanons)	per lb.	0 5
Ditto, purified	—	0 25
Ditto, worked	—	1 0
Whips (cossacken's)	each	0 95
Watches, pinchbeck, copper or plated	—	3 0
Ditto, gilt ditto	—	10 0
Woollen goods:—		
Cloths, casimeres, ladies' cloths, drapery, patterns, &c., of black, blue-black, dark green, white, light blue, &c.	per lb.	2 0
Table-covers, quilts, &c.	—	3 50
Carpets, great and small, of woollen fabric or plaited with linen thread, hemp, or cotton, with fringes sewed	—	1 0
Cloths and woollen sacks used in pressing out oil	—	0 10
[Observation.—Every description of printed woollen or half woollen goods, with the exception of those specifically mentioned, remain prohibited.]		
Wax (agent) and all articles of white and coloured wax	—	8 0
Wadding cotton	—	0 90
Wadding silk	—	2 0
Wafers, in boxes	—	4 0

The following articles are freed from the additional custom-house duty of 12½ per cent., imposed in conformity with the Ukase of the 11th of November, 1851:—

Cinnamon and cinnamon flowers; cocoa in beans; coffee; caraway seeds; cloves; cubebs, roots of; ginger; galanga, roots of; lace, blonds, tulles, &c.; mosaic, viz. lead, tin and quicksilver; nutmegs; pepper of every description, whole or ground; tea (Kirpitchnik, Lougan, and every sort of tea of inferior quality); vanilla.

Besides the above, the seeds of turnips, rape, as well as of various oleaginous grains, which are not specifically mentioned in the tariff, and which are known only by their local names, such as sourepa, ruvey, &c., will be freed from all custom-house duties on exportation for a period of six years, commencing from the 1st of January, 1857.

General Rules.

1. The provisions of this tariff will begin to be put in force from the 1st January, 1857, and to the more remote custom-houses to which they cannot be communicated by that period they shall come into operation from the day on which they shall have been received.

2. All imported goods that are specified in this tariff that may remain bonded at the custom-houses, and upon which the duty shall not have been paid up to the aforesaid 1st January, 1857, or to the day upon which this tariff shall have been received at those custom-houses at which it may arrive later than that day, shall enjoy half the reduction of duty herein specified. In the same manner there shall be collected only one half the additional duty of 12½ per cent. upon those species of merchandise from which it has been by a previous provision of this tariff altogether removed. With respect to those species of goods, limited in their number, of which the importation was already permitted, and of which, from peculiar considerations, the duty was either altogether removed or recently modified, such as them as are allowed to remain bonded to the 1st of January next shall pay duty under the old tariff. On the other hand, such of those species of goods as may be imported after the 1st of January, shall be subject to the regulations of this tariff. In the meantime, however, a discretion is vested in the Minister of Finance to admit even this latter species of goods under the former regulations, when it shall be proved that their shipment took place previously to the 1st of January, or in ignorance of the change in the tariff.

3. The additional duty of 12½ per cent. upon particular species of tea, Congou, for instance, and other inferior qualities, will commence from the sales which will take place in the winter of 1857-58, comprising both the teas recently imported as well as what remain over since the last sales.

4. The additional duty of 12½ per cent., from which the above-named articles have been freed, will not be levied upon merchandises of the same description hereafter admitted to importation in a raw state. On the contrary, until a new disposition shall be made, it will be collected upon all the other merchandises comprised in the present tariff, with the exception, however, of those custom-houses in which the collection of this duty has not taken place at all.

5. Merchandises, the importation of which is permitted by the present tariff, shall be admitted upon the payment of the duty at those custom-houses at which articles of the same kind have hitherto paid duty. Merchandise hereafter admitted may be imported through all the custom-houses of the first class.

6. The operation of this tariff is confined to those merchandises of which the duty is levied under the European tariff.

and amongst the objects of the Asiatic tariff only to tea of a peculiar description, Congou and others of inferior quality.

7. Merchandises, the importation of which is permitted to the Trans-Caucasian Provinces by the Black Sea at a lower duty than that imposed by the present tariff, shall pay in the said provinces the same duty as before.

8. In the Trans-Caucasian Provinces every species of cotton manufacture, non-transparent and half-transparent, shall remain subject to the same duty as heretofore.

9. The fifth of the customs' duty levied in Odessa, for the benefit of the town, will be collected conformably to former regulations. But the duty of all merchandises passing into the interior of the empire through the custom-houses about Odessa, shall be paid under the provisions of the present tariff, beginning from the 1st of January, 1857.

10. With respect to merchandises the importation of which, hitherto prohibited, is henceforth permitted, and which shall be seized as contraband after the publication of the present tariff, they shall be dealt with as goods permitted, but fraudulently imported.

11. It is left to the Minister of Finance to give instruction, such as may be deemed proper, to the custom-houses respecting the reduction from the duty on account of tare.

12. Any question that may arise upon the construction of the tariff shall be referred for decision to the Minister of Finance.

The original is signed by the President of the Council of the Empire.

TEA (TRADE IN). — We are truly glad to have to state that the results of the the first 2 years' experience of the free trade to China have more than justified the anticipations of those who expected the greatest success from the abolition of the monopoly. At an average of the 3 or 4 years preceding the dissolution of the Company's charter, their average annual imports of tea amounted to about 31,500,000 lbs. a year; but in 1833–34, the last year of the charter, the imports were only 29,592,310. The year 1834–35, the first year of the free trade, presents a very different result; the imports having amounted to above 43,600,000 lbs., exceeding by above 10,000,000 lbs., or 30 per cent., the Company's imports when largest! We subjoin an

Account of the Exports, &c. of Tea from Canton to Great Britain, during the Years ended 31st of March, 1835 and 1836.

Description of Tea exported.	Quantities of Tea Exported.		Distribution of Tea Exported.			Exports of Year ended 31st March 1836, employed	
	Years ended 31st March 1835.	Years ended 31st March 1836.	For	Black Tea.	Green Tea.	Ships.	Tons.
	Lbs.	*Lbs.*		*Lbs.*	*Lbs.*		
Canton Bohea	6,990,666	8,759,733	London	28,420,666	7,026,133	46	28,956
Fokien Bohea	4,089,733	2,688,666	Liverpool	6,084,866	1,008,000	17	5,694
Congo	21,251,600	27,506,266	Bristol	1,349,866	202,000	4	1,578
Caper	956,933	406,200	Scotland	1,311,466	57,600	3	1,005
Souchong	822,933	1,556,600	Ireland	506,300	14,933	2	464
Campoi	1,191,200	417,466	Cork, for orders,	5,012,133	627,733	9	3,024
Ankoi	86,933	57,733	Ireland, & London,	75,533	6,133	1	243
Horgnuey		229,333					
Pekoe	498,000	182,133					
Orange Pekoe	274,000	1,036,500					
Hyson	1,816,666	2,453,066					
Young Hyson	286,533	100,533					
Hyson Skin	583,866	612,266					
Twankay	4,092,133	4,568,800					
Gunpowder	422,866	423,733					
Imperial	218,133	330,133					
Total	43,641,200	50,477,466		11,488,933	8,988,533	82	40,964

The extension of the trade is not, however, the only gratifying circumstance connected with it. Notwithstanding the great additions made to the exports, there has been no rise of prices at Canton worth mentioning; a fact which sets the ability of China to furnish additional supplies in the most striking point of view. The quality, too, of the free trade teas is said by some to be superior, and is admitted by all to be at least equal, to that of the Company's teas. Many apprehensions were entertained of disturbances taking place between the crews of the private ships and the natives that might interrupt or stop the trade; but nothing of the sort has occurred. Under all the disadvantages of inexperience, the free traders have, with but few exceptions, conducted themselves with singular tact and address; and the captains of the different ships agree in affirming, that Canton is a port where they may unload, load, and clear out, not only without any difficulty, but with as much facility and expedition as at either London or Liverpool. It is singular, indeed, how completely the statements put forth by the Company's advocates, in favour of the monopoly, have been disproved: in fact, the only interruption of any kind given to the free traders was occasioned by the pretensions advanced by the individual sent out to watch over their interests; and, however painful the way in which that interruption was terminated, there can be no doubt that the event was a most fortunate one for the success of this great experiment.

The opening of the trade has been quite as successful as respects exports as imports. The quantity and value of the cottons shipped for China, in 1835–36, very much exceed the quantity and value of those shipped in any previous year. This, indeed, might have been anticipated; but few comparatively anticipated what has turned out to be the fact, that the cotton stuffs have met with a quick and advantageous sale; and that all descriptions of twist, with the exception of some of the higher numbers, have, also, realised good prices and profits. Indeed, we have no doubt, as well for other reasons as from the statements of gentlemen of great experience recently arrived from China, that the trade between that country and England is yet only in its infancy. Nor is it possible to estimate the mighty dimensions to which it may attain, should our cottons, as there seems to be a fair prospect, come into extensive use among the Chinese.

Tea (Duties on). — We mentioned in the article TEA (*Dict.* p. 1148.), that objections had been made to the duties imposed on tea by the act 3 & 4 Will. 4. c. 101.; and that it had been proposed to repeal them, and to impose in their stead an equal duty of 2*s.* per lb. Had tea been of a nearly uniform quality, or had the different teas been of nearly the same value, there would have been nothing to object to in the equalisation of the duty; but, so far from this being the case, small beer does not differ more from strong than some sorts of tea from others; and while the price, in bond, of the inferior sorts, in most markets, does not exceed 10*d.* or 1*s.* per lb., that of the superior sorts is as high as 4*s.* or 5*s.* Under these circumstances, it is not easy to imagine that any thing can apparently be more oppressive or unjust than the imposition of the same rate of duty on all sorts of tea. But, admitting the injustice, it was contended that it was not really of a kind that could be obviated; that it was impossible to discriminate between different qualities of tea; that, by imposing different rates of duty, a door was opened to every species of fraud; and that teas admitted at one port at the low duty of 1*s.* 6*d.* were charged at another with the higher duties of 2*s.* 2*d.* and 3*s.* per lb. We believe these statements were much exaggerated; though no doubt can be entertained of their being true to a certain extent. It was evident, indeed, that considerable difficulties would have to be encountered at the outset of a new system; but it is probable that a little experience would have done much to obviate them; and it is believed by many well-informed persons, that the duties charged under the act 3 & 4 Will. 4. c. 101. might have been, at no very distant period, assessed with considerable fairness. But government, influenced partly by a wish so get rid of the clamour and outcry raised by the importers against the discriminating duties, and partly, perhaps, by a doubt whether they could ever be fairly collected, consented to their abolition; and, to accomplish it, introduced and carried through the act 5 & 6 Will. 4. c. 32. This statute enacted that from the 1st of July, 1836, a duty of 2*s.* 1*d.* per lb. should be charged on all teas, without exception, entered for home consumption in the United Kingdom.

We do not deny that the necessity of the case — the impossibility of fairly assessing discriminating duties — may justify a measure of this sort; but nothing short of this will afford so much as the shadow of an excuse for it. Tea is no longer, in this country at least, a luxury, but a necessary of life; and as many as 7,000,000 lbs. of Bohea have been consumed in a single year. Now, if we take the price of Bohea in bond, in London, at 1*s.* per lb., and of Hyson, and other fine teas, at 4*s.*, the existing duty will be equivalent to an *ad valorem* tax of above 200 per cent. on the beverage of the poor, and of little more than 50 per cent. on that of the rich! This is a grievous anomaly; and, if the difficulties in the way of assessing discriminating duties could have been obviated by the adoption of any means at the disposal of government, it is dealing most unjustly and oppressively by the poor. Perhaps it was not possible entirely to obviate the difficulties in question. But had the plan we suggested (*Dict.* p. 1148.) been adopted, that is, had a duty of 1*s.* 6*d.* (1*s.* 8*d.* would have been still better) been charged on Congou as well as on Bohea, and the duties on all the other descriptions of tea been allowed to stand as they were, there would have been but little room left for fraud; the revenue would have lost little or nothing; and the duty would have been in all other respects infinitely less objectionable.

Warehousing of Tea.— The commissioners of customs have, by a minute dated the 10th of July, 1834, issued the following regulations with respect to the warehousing of tea, and its removal from the original port of importation to any other warehousing port, for the purpose of being warehoused for home consumption:—

1. That the warehouses which may be approved for the deposit of tea, be exclusively appropriated to that purpose.
2. That the article be weighed and examined at the time of importation, the officers taking care that all the packages imported in each vessel be "scribed" with a progressive number, with the initials of the vessel's and master's names, and the gross landing weight; and that the duty be charged according to the quantity and quality then ascertained.
3. That no packages be allowed to be divided into smaller packages (except for the purpose of stores), nor the mixing of tea, of any sort or sorts, be permitted in the warehouses, either for home consumption or exportation.
4. That the packages be sorted and arranged in the warehouse by the occupier, according to their respective "chops" or "beds," so as to enable the officers to select from each the required number of packages for tareing, and to ascertain the proper tare to be allowed on the packages in each "chop" or "bed," and that the rule to be observed, as to number of chests to be turned out in each "chop" or "bed," being of the same size and description of tea, be as follows, viz.:—

1 to 5 —	5 chests of the same size and description of teas	1 turned out.
6 to 40 —	40	5 ditto
41 to 80 —	80	4 or 5 ditto
81 to 120 —	120	5 ditto
121 to 200 —	200	6 ditto
201 to 300 —	300	8 ditto
301 to 500 —	500	10 ditto
501 to 800 —	800	12 ditto
801 and upwards		16 ditto

And that, in addition to the tare, an allowance for draft be made of 11b. upon each package exceeding 28 lbs. gross, to be deducted from the tout of the landing account.
5. That tea entered for exportation be previously weighed, and any deficiency of the landing quantity charged with duty, unless such tea be deposited in a warehouse of special security.
6. That the officers be authorised, under the 124th section of the Regulation Act, to draw samples of tea, not exceeding 3 ounces of each description and quality, unless under special circumstances, such samples to be disposed of as the Board may see fit to direct. And that the merchants or proprietors of the goods be allowed to take the like quantity as samples, under the 21st section of the General Warehousing Act.
7. That the removal of teas from the original ports of importation to any other warehousing port in the United Kingdom, for the purpose of being re-warehoused for home consumption, do take place under the regulations and conditions specified in the General Orders of the 14th of June, 1831, and 24th of November, 1832, in regard to the removal of articles the produce of the East Indies; and that tea so removed be allowed to be deposited in warehouses or floors which may have already been approved for other goods.
8. When tea, or other East India goods, shall be imported into either of those ports for the Glasgow market, and transhipped into craft properly secured, for removal to Glasgow in charge of the officers of the revenue, under such regulations for the security of the revenue as may appear necessary in such cases, the examination of the goods, for the purpose of ascertaining the duty thereon, may take place at Glasgow instead of the port of importation.

In all other cases, goods shall be examined at the time of importation, for the purpose of fixing the amount of duty to which they may be liable, and the duty so ascertained shall be assessed on the goods at whatever future period they may be delivered for home consumption.

Under these arrangements, there will be no objection to the goods being removed from the original port of importation to any other warehousing ports in the United Kingdom, for the purpose of being re-warehoused for home consumption, under the same regulations and restrictions now applicable to the removal of articles the produce of the East Indies.

The ports of London, Liverpool, Bristol, Hull, Newcastle, Leith, Glasgow, Greenock, Port Glasgow, Dublin, Belfast, and Cork, have been declared ports into which tea may be imported and warehoused.

Trade of Canton. — We take this opportunity to lay before our readers the following

Statement of the British Trade at the Port of Canton, from the 1st of April, 1834, to the 31st of March, 1835.

Articles.	Imports. Quantity.	Average Price.		Total Value.
				Sp. Dollars.
Broad cloth - piece	22,028	31·54	per piece	694,829
Cotton yarn - piculs	5,850	40·45	per picul	145,602
Scarlet cuttings - —	541	77·03	—	41,690
Cotton, Bengal - —	136,415	16·70	—	2,278,992
Ditto, Bombay - —	291,770	16·40	—	4,789,556
Ditto, Madras - —	16,889	16·55	—	279,500
Sandalwood - —	3,025	14·85	—	44,926
Pepper - - —	1,972	7·34	—	14,476
Rattans - - —	18,568	2·75	—	46,434
Rice - - —	288,580	2·19	—	625,158
Betel nut - —	11,601	2·92	—	33,963
Putchuck - —	3,224	8·27	—	26,666
Olibenum - —	2,583	3·11	—	7,985
Ivory & elephants' teeth - —	132	52·65	—	6,950
Saltpetre - - —	3,095	7·74	—	23,971
Oil - - —	30	6·00	—	180
Biche de mer - —	156	12·69	—	1,981
Lead - - —	3,713	4·68	—	17,379
Iron - - —	4,475	1·95	—	28,346
Tin - - —	2,715	11·79	—	32,051
Steel - - —	500	3·84	—	1,600
Spelter - - —	724	4·00	—	2,900
Smalts - - —	296	58·00	—	17,168
Copper - - —	171	32·11	—	5,472
Quicksilver - —	1,107	67·27	—	74,470
Flints - - —	5,431	1·18	—	8,436
Tortoiseshell - —	74	60·00	—	4,440
Cochineal - —	18	277·77	—	5,000
Ebony - - —	42	3·00	—	126
Gambier - - —	37	5·00	—	221
Coral fragments - —	150	40·00	—	6,000
Fish maws - —	2,482	49·88	—	123,833
Sharks' fins - —	3,980	20·74	—	68,057
Mother-o'-pearl shells -	655	12·16	—	7,964
Cotton piece goods piece	1,1000	8·95	per piece	98,460
Long ells - - —	66,180	9·19	—	608,250
Camlets - - —	103	30·82	—	3,476
Chintzes - - —	2,631	5·60	—	14,748
Cow bezoar - - cattys	327	23·00	per catty	7,521
Amber - - —	6	11·00	—	66
Woollens, various kinds - - value	-	-	-	12,238
Pearls & cornelians —	-	-	-	237,707
Watches & clocks —	-	-	-	11,860
Glass ware - —	-	-	-	515
Dollars - - —	-	-	-	60,000
Sundries - - —	-	-	-	157,917
Opium, Patna - chests	6,245	576·75	per chest	3,602,045
Ditto, Benares - —	1,524	545·29	—	829,800
Ditto, Malwa - —	8,749	596·99	—	5,223,123
				20,387,822
For East India Company's advances upon remittances at the rate of 4*s.* 7*d.* per dollar - -				2,231,851
Total -				22,619,673

Articles.	Exports. Quantity.	Average Price.		Total Value.
				Sp. Dollars.
Black tea - - piculs	287,287	29·15	per picul	8,374,435
Green tea - - —	70,841	39·17	—	2,775,239
Raw silk, Nanking - —	4,756	349·94	—	1,664,326
Ditto, Canton - —	2,679	241·70	—	623,355
Sugar candy - - —	17,969	10·75	—	188,645
Soft sugar - - —	31,870	6·00	—	191,220
Casila lignea - —	12,864	9·17	—	117,986
Tortoiseshell - —	55	37·14	—	2,000
Mother-o'-pearl shells —	715	16·00	—	11,440
Camphor - - —	184	28·88	—	36,052
Alum - - —	15,995	2·20	—	35,312
Rhubarb - - —	449	46·32	—	20,799
Dragons' blood - —	319	87·00	—	27,753
Aniseed star - —	65	11·76	—	765
Coloured paper, various sorts - —	339	16·71	—	5,667
Cochineal - - —	209	224·70	—	46,983
Quicksilver - - —	98	65·40	—	6,410
Arsenic - - —	150	17·00	—	2,550
Copper - - —	3,753	18·29	—	68,660
Iron - - —	500	1·95	—	975
Tin - - —	112	16·00	—	1,792
Cubebs - - —	212	20·00	—	4,864
Indigo - - —	60	40·00	—	2,400
Glass beads - —	672	25·50	—	17,140
Nankin cloth of all sorts - - piece	45,005	1·36	per piece	65,531
Vermilion - box	1,300	50·00	per box	65,000
Brass leaf - —	290	48·53	—	14,095
Tobacco - - case	300	17·66	per case	5,300
Sugars - - —	189	4·94	—	935
Silk piece goods - value	-	-	-	197,684
Gold jewels - —	-	-	-	3,858
Pearls - - —	-	-	-	11,700
China root, gaig, and musk - —	-	-	-	10,784
China ware - —	-	-	-	13,165
Paper kites, and lac. ware - —	-	-	-	60,704
Dollars - - —	-	-	-	1,056,923
Sycee silver - —	-	-	-	2,368,511
Sundries - - —	-	-	-	155,150
Marble slabs - —	4,335	317·18	1,000	1,375
Bamboos and whangees - —	1,560,380	9·40	-	14,575
Gold in taels wght. —	-	-	-	554,019
				18,308,577
			Dollars.	
Disbursements on 75 vessels at Whampoa, at 8,000 each				600,000
Ditto - 28 rice ditto -			- 1,500 —	39,000
Ditto - 46 vessels at Lintin -			- 1,500 —	69,000
				19,516,577
Balance - - - -				3,103,076
38,204,953lbs. or piculs 287,287·00 black tea				
9,445,467 — 70,841·01 green do.				
Total - 47,750,400			358,128·01	
				22,619,653

Trade in Opium. — We have elsewhere given (*antè*, p. 53.) an account of the opium imported into China during the 9 years ending with 1835-36. Our readers are aware that this importation is illegal, and that it is effected in the teeth of the law (*Dictionary*, p. 236.). Recently, however, the emperor has ordered the viceroy of Canton to assemble his council, and to deliberate upon a project for legalising the importation of opium under a duty. There appears to be little doubt that the project will be approved. The duty, it is to be supposed, will be 10 dollars a chest. It may be doubted, seeing the facility with which smuggling is carried on, whether the measure will give any considerable stimulus to the trade. It is, however, highly important, as evincing the influence of more liberal opinions as to commercial matters over the Chinese government.

TIMBER. — During the session of 1835 a committee of the House of Commons was appointed to inquire into the operation of the existing duties on timber. Having examined several witnesses, the committee agreed to the following resolutions: —

1. *Resolved*, That it is the opinion of this committee, that the present mode of taking the duties on deals is susceptible of improvement, and that this committee would recommend that a mode be adopted which shall approach more nearly to a payment according to the contents of the deals.

2. *Resolved*, That it is the opinion of this committee, that the difference of duty of 45*s.*, now imposed by law upon timber the produce of Europe, as compared with timber the produce of our North American colonies, is too great, and may be reduced.

3. *Resolved*, That it is the opinion of this committee, that, having a due regard to the interests which have been created in the British North American colonies by the system hitherto pursued, and to the representations of the shipping interest, a reduction of the protective duty, not exceeding 15*s.* per load, appears to them to be a fair arrangement.

4. *Resolved*, That it is the opinion of this committee, that such reduction be made, so far as may be consistent with the interests of the revenue, without any augmentation of the duty on colonial timber.

5. *Resolved*, That it is the opinion of this committee, that, in any alteration made, such alteration should not affect the shipments made in the year 1836.

6. *Resolved*, That it is the opinion of this committee, that there should be an uniform mode of taking the duty on deals throughout the United Kingdom.

The adoption of these resolutions will be a material improvement. Still, however, they fall far short of what the public exigencies require. An ample supply of the best and cheapest timber being, if not

absolutely indispensable, of the *utmost possible importance* to a manufacturing nation, possessed of a large mercantile and warlike navy, it should be about the very last article on which duties should be imposed. But, if a tax must, on the principle of *quocunque modo rem*, be laid on timber, it is surely unnecessary to say that it ought to be laid equally on all timber imported; or that, if a distinction be made, it ought plainly to be in favour of the best, and not of the worst, article. But, for several years past, our policy, if we may so call it, has been exactly the reverse of this. We have laid high discriminating duties on the superior and cheaper timber of the north of Europe, to force the importation of a dearer and comparatively bad article from our North American possessions! Even supposing the suggestion of the committee were adopted, there would still be a discriminating duty of 50*s.* a load charged on the superior timber of the North of Europe over that which is laid on inferior timber from North America. The folly of thus enhancing the cost, and deteriorating the quality, of so important an article as timber, is the greater, seeing that it is by no means clear that our North American possessions derive any real advantage from the timber trade; at all events, it is certain that they do not gain by it more than a very small part of the loss it entails on us; and any injury that might be done them by the equalisation of the timber duties, would be more than made up by the repeal of the discriminating duties that are at present charged on most articles of foreign produce imported into the colonies; duties which, without being productive of revenue, are the source of much irritation and disgust.

The shipowners would sustain more injury from an equalisation of the timber duties than any one else. But we have shown (*Dict.* p. 1156.) that, even as regards them, the inconvenience would not be very considerable. But, whatever it might be, it would be fully obviated by allowing them a bounty of 30*s.* or 40*s.* on the conveyance of emigrants to Quebec; a measure of the policy of which we are, on this as well as on other grounds, fully persuaded. — (See *Dict.* in *loc. cit.*)

For an account of the timber imported, exported, and retained for consumption in 1834 and 1835, see *antè*, p. 43.

TONNAGE OF SHIPS. — We noticed, *Dict.* p. 1165., the inconveniences attending the old method of measuring ships, and gave some of the clauses of a bill that had been introduced for their more correct admeasurement. The subjoined statute, 5 & 6 Will. 4. cap. 56., which has embodied similar clauses, prescribes the rules according to which the tonnage of ships has been ascertained since the 1st of January, 1836. These rules are not so simple or easily applied as those that were previously used; but they give the tonnage of all ships, however built, with tolerable accuracy, and, consequently, take away the temptation, that till then existed, to build ships of a form unsuitable for the purposes of navigation, in order that, by measuring less than their true burden, the duties charged according to the tonnage might be evaded.

Repeal of former Regulations. — The rules laid down in the act 3 & 4 Will. 4. c. 55. (see *Dict.* p. 977.) relating to the admeasurement of ships, are hereby repealed, so far as relates to the merchant ships to be hereafter registered. — § 1.

Rule by which Tonnage of Vessels is to be ascertained. — From and after the commencement of this act the tonnage of every ship or vessel shall, previous to her being registered, be measured and ascertained while her hold is clear, and according to the following rule; viz.: divide the length of the upper deck between the afterpart of the stem and the forepart of the sternpost into 6 equal parts. Depths: at the foremost, the middle, and the aftermost of those points of division, measure in feet and decimal parts of a foot the depths from the under side of the upper deck to the ceiling at the timber strake. In the case of a break in the upper deck, the depths are to be measured from a line stretched in a continuation of the deck. Breadths: divide each of those 3 depths into 5 equal parts, and measure the inside breadths at the following points; viz. at 1-5th and at 4-5ths from the upper deck of the foremost and aftermost depths, and at 2-5ths and 4-5ths from the upper deck of the midship depth. Length: at half the midship depth measure the length of the vessel from the afterpart of the stem to the forepart of the sternpost; then to twice the midship depth add the foremost and the aftermost depths for the sum of the depths; add together the upper and lower breadths at the foremost division, 3 times the upper breadth, and the lower breadth at the midship division, and the upper and twice the lower breadth at the after division, for the sum of the breadths; then multiply the sum of the depths by the sum of the breadths, and this product by the length, and divide the final product by 8500, which will give the number of tons for register. If the vessel have a poop, or half deck, or a break in the upper deck, measure the inside mean length, breadth, and height of such part thereof as may be included within the bulk-head; multiply these 3 measurements together, and, dividing the product by 92·4, the quotient will be the number of tons to be added to the result as above found. In order to ascertain the tonnage of open vessels, the depths are to be measured from the upper edge of the upper strake. — § 2.

Tonnage to be entered on Register. — The tonnage or burden of every ship belonging to the U. K. ascertained in the manner before directed, shall, in respect of any ship registered after the commencement of this act (except as herein excepted), be inserted in the certificate of the registry thereof, and be taken and deemed to be the tonnage or burden thereof for all the purposes of the said act. — § 3.

Tonnage of Steam Vessels. — In each of the rules before prescribed, when applied to ascertain the tonnage of any ship or vessel propelled by steam, the tonnage due to the cubical contents of the engine room shall be deducted from the total tonnage of the vessel as determined by either of the rules aforesaid, and the remainder shall be deemed the true register tonnage of said ship or vessel. The tonnage due to the cubical contents of the engine room shall be determined in the following manner; viz.: measure the inside length of the engine room in feet and decimal parts of a foot from the foremost to the aftermost bulk-head, then multiply the said length by the depth of the ship or vessel at the midship division as aforesaid, and the product by the inside breadth at the same division at 2-5ths of the depth from the deck taken as aforesaid, and divide the last product by 92·4, and the quotient shall be deemed the tonnage due to the cubical contents of the engine room. — § 4.

Length and Contents of Engine Room to be set forth in Description of Steam Vessel. — The tonnage due to the cubical contents of the engine room, and also the length of the engine room, shall be set forth in the certificate of registry as part of the description of the ship or vessel; and any alteration of such tonnage due to the cubical contents of the engine room, or of such length of the engine room, after registry, shall be deemed to be an alteration requiring registry *de novo* within the meaning of the said act for the registering of ships or vessels. — § 5.

For ascertaining Tonnage of Vessels when laden. — The tonnage of all ships, whether belonging to the U. K. or otherwise, as there shall be occasion to measure while their cargoes are on board, the following rule shall be observed; viz.: measure, first, the length on the upper deck between the afterpart of the stem and the forepart of the sternpost; secondly, the inside breadth on the underside of the upper deck at the middle point of the length; and, thirdly, the depth from the underside of the upper deck down the pumpwell to the skin; multiply these 3 dimensions together, and divide the product by 130, and the quotient will be the amount of the register tonnage of such ships. — § 6.

Amount of Register Tonnage to be carved on Main Beam. — The true amount of the register tonnage of every merchant ship or vessel belonging to the U. K., ascertained according to the rule by this act esta-

blished in respect of such ships, shall be deeply carved or cut in figures of at least 3 inches in length on the main beam of every such ship or vessel, prior to her being registered. — § 7.

Not to alter Tonnage of Vessels already registered. — Nothing herein contained shall extend to alter the present measure of tonnage of any ship or vessel which registered prior to the commencement of this act, unless in cases where the owners of such ships shall require to have their tonnage established according to the rule before provided, or unless there be occasion to have such ship admeasured again on account of any alteration made in the form or burden of the same, in which cases only such ships shall be re-admeasured according to the said rule, and their tonnage registered accordingly. — § 8.

Commencement of Act. — This act shall commence and take effect upon and from the 1st day of January 1836. — § 9.

TREBISOND. — *Transit Trade with Persia.* — We noticed, under the article TREBISOND, in the *Dictionary*, the importance that the trade with this place was likely to attain from its becoming a channel through which to carry on trade with Persia. Previously to the 1st of January, 1832, the trade between Europe and Persia, by way of the Black Sea, principally centered in the Russian port of Redout Kalé, at the mouth of the Phasis. This was a consequence of the exemption granted in 1822 to the Russian provinces to the south of the Caucasus from the duties charged in the other parts of the empire. But the exemption having ceased at the period referred to, and the trans-Caucasian provinces having been subjected to the same duties as the other provinces, the transit trade to Persia by way of Redout Kalé, Teflis, and the Caspian Sea, has almost entirely ceased, and it is now carried on through Trebisond, Erzeroum, and Tabreez. In consequence, the increase of trade at Trebisond has been very remarkable. In 1830, about 5,000 packages, valued at 250,000*l.*, were imported and forwarded for Persia; in 1834 about 12,000 packages, valued at 600,000*l.*, were so received and forwarded; and in 1835 the number of packages had increased to 19,327, valued at 966,350*l.*! We subjoin a

Statement of the Number and Tonnage of Vessels, with the Value of their Cargoes, and distinguishing the Countries to which the same belonged, which entered and cleared at the Port of Trebisond in the Year 1835. — (*Consular Return.*)

Countries.	Entered.			Cleared.		
	Vessels.	Tonnage.	Value of Cargoes.	Vessels.	Tonnage.	Value of Cargoes.
			L.			*L.*
British - -	13	1,915	155,260	17	1,851	30,167
Turkish - -	116	16,844	619,356	102	15,212	602,854
Russian - -	18	2,651	15,439	14	2,275	34,984
Austrian - -	11	3,329	64,612	11	3,329	9,515
Greek - -	6	912	3,141	6	912	1,725
Sardinian - -	5	881	4,164	5	881	19,777
Samian - -	1	112	16,580	1	112	
Total -	170	25,444	1,020,532	156	24,572	690,920

Most of the vessels from Constantinople had on board British produce; and it is believed that from 7-10ths to 9-10ths of the goods imported to be forwarded to Persia are of British origin, consisting principally of cotton goods, woollen, hardware, tin, sugar, &c. Previously to 1831 no British iron had ever been seen at Trebisond; but it was then introduced, and is now imported, to the exclusion of all other sorts. M. de Hagemeister admits that it has entirely superseded the iron of Russia in this and other markets on the southern side of the Black Sea. — (*Report on the Commerce of the Black Sea*, p. 207.)*

In Persia, as in almost all Eastern countries, foreign products are admitted, on paying a low duty. Latterly, however, the schah has evinced a disposition to restrict the importation of English goods, or to load them with heavier duties. This conduct, so unusual in an Eastern prince, may, it is probable, have been suggested by the foreign agents at his court.

Direct Trade with Trebisond.—The transit trade of Trebisond is by far the most important; but, as the goods destined for Persia by this channel are cleared out for Turkey, they appear in the list of exports to it, and, consequently, make our trade with Turkey appear much greater than it really amounts to.

The trade with Trebisond itself is, however, far from inconsiderable, and might be indefinitely extended. The iron of Great Britain is now, as stated above, imported to the exclusion of that of Russia, which was formerly the only sort made use of. Considerable quantities of cotton yarn are also supplied through Trebisond to the looms in the eastern part of Asia Minor that used to be wholly supplied with native yarn, and a taste for British cottons is beginning to spread among the population.

We carry away from Trebisond Persian silk, wool, tobacco, wax, opium, boxwood, nuts, &c. But, owing to the restrictions on exportation, the trade labours under many difficulties; and numbers of ships sail in ballast for Odessa, Galacz, and other ports, where they load.

Exclusive of the insecurity that everywhere prevails, the great drawback on an increased trade with Turkey consists in the usual prohibition of the export of various important articles, as corn, copper, hemp, flax, &c., and in government making a monopoly of silk and opium. Nothing, as we have elsewhere shown (see *Dict.* art. CONSTANTINOPLE), can be more liberal than the policy of the Turkish government as to importation. But the freedom of exportation is quite as necessary to the successful prosecution of commerce, as that of importation. A country prohibited from selling, that is, from exporting, cannot buy, or import. Were the free exportation of articles from Turkey permitted, the natives would have, what they want at present, the means of paying for foreign commodities; and the new markets that would thus be opened for their products would, by stimulating industry, do more than any thing else, save the establishment of security and good order, to raise them in the scale of civilisation. The abolition of restrictions on exportation would, in fact, be at once among the most beneficial, and certainly one of the easiest, of all the reforms that can be introduced into the Turkish dominions.—(We have compiled this article principally from information obtained from Trebisond.)

* We have elsewhere referred (*Dict.* art. ODESSA) to this valuable publication. Though in the service of Russia, the author has not scrupled to point out errors in her policy; and has justly censured the extension of the tariff to the trans-Caucasian provinces in 1822.

A Statement of the Number and Tonnage of British Vessels, with the Nature and Value of their Cargoes, which entered and cleared at the Port of Trebisond, distinguishing the Ports to and from which the same sailed in the Year 1835.

Ports.	Entered.					Cleared.					
	Vessels.	Tonnage.	Value of Cargoes.		Nature of Cargoes.		Vessels.	Tonnage.	Value of Cargoes.		Nature of Cargoes.	
			For Entry at Trebizond.	In Transit to Persia.	For Entry at Trebizond.	In Transit to Persia.			In direct Trade.	In Transit to England.	In direct Trade.	In Transit to England.
			L.	*L.*					*L.*	*L.*		
London	3	430	6,238	36,880	Colonial prod. iron, cottons, woollens.	Cottons and Woollens.						
Constantinople.	12*	1,173	15,325	67,991	Iron, sugar, hemp, beer, colonial prod. British manufactures	British do.	12*	1,173	26,187	-	Boxwood, nuts, linseed, galls, tobacco, wax, silk, copper, beans, wool, &c. 1 in ballast.	
London and Constantinople.	1	112	7,363	3,157	Colonial prod. British manufactures.	Do.	1	112	1,202	2,478	Galls, yellow berries, silk, carpets.	Boxwood, nuts, wool safflower, silk, galls.
Liverpool & Constantinople.	1	100	3,106	15,000	Iron, sugar, spirits, British manufactures.	Do.						
Batoum	1	100	200	-	Boxwood	-	1	100	-	-	In ballast.	
Samsoun	-	-	-	-	-	-	1	154	-	-	Ditto.	
Taganrog	-	-	-	-	-	-	2	312	300	-	1 in ballast, part of imported cargo, salt, and oil.	
Totals	18	1,915	32,232	123,028			17	1,851	27,689	2,478		

* *Note.* — In these numbers are included 8 entries and 7 clearances of one vessel of 64 tons burthen.

VAN DIEMEN'S LAND.— *Population.*— Including military, the total population of Van Diemen's Land amounted, on the 1st of January, 1836, to 40,171, of whom 16,968 were convicts. The males are to the females in the proportion of about 23 to 10, and the free to the convict population nearly as 22 to 12½. The total estimated value of the articles of colonial produce exported from the colony in 1835 was 320,679*l.*; of which 140,537*l.* worth was shipped from Hobart Town, and the residue from Launceston, which is now on a level with, if it be not before the former, in point of commercial importance.

Statement of the Value of the different Articles exported from Van Diemen's Land in 1835.

Articles.	Amount.	Articles.	Amount.
	L.		*L.*
Wool*	142,921	Hides	3,243
Wheat	40,729	Seal skins	
Oil	54,169	Opossum and kangaroo skins	
Whalebone	10,698	Bark	11,862
Flour	5,096	Unenumerated goods	413,86
Live stock	7,785		
Potatoes	2,761	Total	320,679

* The quantity imported into the U. K., in 1835, from Van Diemen's Land, was 1,521,861 lbs.

The total imports into the island during the same year amounted to 583,646*l.*; of which 403,879*l.* were supplied by Great Britain, 149,664*l.* by British possessions, and 30,103*l.* by foreign states. The customs duty collected in the Colony exceeds 71,000*l.* a year, and the whole ordinary revenue is about 100,000*l.* The arrivals in 1835, were 234 ships, burden 55,833 tons.

VENEZUELA. — An account of the trade of La Guayra, the principal port of this republic, in 1829, 1830, and 1831, is given in the *Dictionary* under La Guayra. The following details with respect to the foreign trade of the republic in 1833-34 are taken from the official statements contained in the Report of the *Secretario de Hacienda*, published at Caraccas in 1835.

Imports. — During the same year the total value of the imports was 8,296,411 dollars: of these the value of the cotton goods was 1,063,527 dollars; linens, 615,270 dollars; woollens, 75,437 dollars; silk, 96,912 dollars; flour, 140,770 dollars; pork, 123,477 dollars, &c.

Statement of the Import and Export Trade of Venezuela in 1833-34, exhibiting the Amount of the Trade with each Country.

Countries.	Imports and Exports.			Duties on Imports and Exports.		
	Imports.	Exports.	Totals.	Imports.	Exports.	Totals.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Great Britain	597,719·76	820,342·08	1,418,284·84	238,682·55	26,579·16	265,261·61
United States	785,061·53	1,113,490·38	1,898,551·71	272,708·28	33,622·25	306,330·63
France	61,969·21	205,750·21	267,719·42	25,732·88	5,757·19	31,490·37
Germany	336,072·36	584,527·26	711,499·62	105,246·98	10,338·60	115,585·58
Spain	82,599·01	205,750·60	288,149·67	12,550·81	9,774·36	22,325·17
New Grenada	121·90	18,764·33	18,886·23	46·87	197·49	244·36
Holland	90,597·29	155,459·46	246,056·75	27,510·55	3,861·71	31,372·26
Denmark	980,101·15	740,205·33	1,720,306·48	269,895·90	25,778·38	295,674·28
Mexico	5,030	-	5,030	-	-	-
Sardinia	-	28,658·19	28,658·19	-	965·83	965·83
Hayti	-	1,018·90	1,018·90	-	2·92	2·92
Various	68,416·30	18,316·67	86,732·97	19,165·59	824·63	19,925·22
Totals	3,296,411·31	3,594,483·41	6,890,894·72	969,538·31	117,699·82	1,087,238·15

Exports. — Account of the Quantities and Values of the principal Articles exported by Sea from Venezuela in 1833-34.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
	Lbs.	*Dollars.*		*Lbs.*	*Dollars.*
Coffee	11,602,634	1,293,655	Dye-woods	17,667,855	72,925
Cacao	5,384,916	706,218	Tobacco, hides, balze, and all other articles		816,837
Indigo	421,602	504,818			
			Total		5,394,483

The trade under the head of Denmark is entirely carried on with the island of St. Thomas.

The total imports and exports from La Guayra in 1833-34 were 8,541,190 dollars, being more than half the trade of the republic. The imports and exports from Puerto Cabello during the same year were 1,445,724 dollars; the rest were from Maracaybo, Guiana, &c. The countries to which the shipping frequenting the ports of the republic belonged is not specified; but, in all, there cleared out 242 foreign ships of the burthen of 22,532 tons.

UNITED STATES (TRADE OF). — The following statements in relation to the trade and navigation of the United States have been derived from the official returns printed by order of Congress: —

I. Statement showing the Quantity and Value of the Cotton Wool annually exported from the United States since 1821.

Years.	Sea Island.	Other Sorts.	Value.	Years.	Sea Island.	Other Sorts.	Value.
	Lbs.	*Lbs.*	*Dollars.*		*Lbs.*	*Lbs.*	*Dollars.*
1821	11,344,666	115,549,739	20,157,184	1829	14,853,507	252,903,879	26,575,311
1822	11,250,635	133,424,460	24,055,058	1830	8,347,165	290,511,937	29,674,883
1823	12,136,688	161,586,582	20,445,520	1831	8,311,762	268,668,022	25,289,492
1824	9,525,722	152,843,941	21,947,401	1832	2,745,375	313,471,749	31,781,682
1825	9,665,278	166,784,659	36,346,549	1833	11,142,987	373,535,617	36,191,105
1826	5,977,852	158,562,963	25,025,214	1834	8,085,857	376,651,570	40,448,402
1827	15,140,798	279,169,317	29,359,545	1835	7,752,736	379,606,256	64,961,502
1828	11,288,419	199,302,044	22,487,229				

It appears from this statement, that both the quantity and the value of the exports in 1835 were very decidedly greater than in any previous year. It is believed however that, in this respect, they will be much exceeded by the exports of 1836. The increase, since 1821, has been quite astonishing.

Account of the Quantity and Value of the Cotton Wool, Tobacco, Flour, and Rice, exported from the United States during the Year ending 30th of September, 1835; specifying the Quantities and Values of each Article shipped for each Country. — (*Papers laid before Congress*, 18th of May, 1836.)

Whither exported.	Cotton.			Tobacco.		Flour.		Rice.	
	Sea Island.	Other.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Lbs.	*Lbs.*	*Dollars.*	*Hhds.*	*Dollars.*	*Barrels.*	*Dollars.*	*Tierces.*	*Dollars.*
Russia	-	974,801	197,226	58	4,818	-	-	1,274	26,507
Prussia	-	18,317	3,528	-	-	-	-	950	17,850
Sweden and Norway	-	656,420	115,074	2,733	255,906	712	4,423	593	11,560
Swedish West Indies	-	-	-	59	6,415	5,752	32,579	137	2,707
Denmark	-	278,176	45,423	168	23,682	110	595	4,469	96,425
Danish West Indies	-	-	-	407	40,253	55,354	310,005	2,742	55,505
Holland	-	4,277,367	705,662	17,730	902,911	2	10	17,021	349,358
Dutch East Indies	-	-	-	-	-	3,152	19,487	-	-
Dutch West Indies	-	-	-	264	24,010	15,103	75,909	311	6,157
Dutch Guiana	-	-	-	53	3,241	975	5,492	-	-
Belgium	-	1,409,291	235,239	1,005	66,846	2	12	297	5,858
England	5,992,417	246,699,517	42,760,578	27,563	5,397,415	5,376	25,541	10,472	205,560
Scotland	849,805	15,675,286	2,793,768	20	3,224	-	-	15	356
Ireland	-	907,377	147,068	-	-	-	-	-	-
British Guiana	-	-	-	40	4,303	1,173	6,511	365	7,098
Gibraltar	-	57,843	10,052	2,493	306,281	16,366	91,398	80	1,917
Malta	-	-	-	172	16,737	411	2,155	-	-
British East Indies	-	213,000	48,700	-	-	1,400	9,166	-	-
British West Indies	-	-	-	651	67,190	118,307	641,080	4,545	87,941
British American Colonies	-	12,794	2,265	450	41,154	75,406	403,714	1,998	35,162
Hanse Towns	-	2,688,147	460,559	27,999	1,539,962	146	774	12,394	245,835
France on the Atlantic	910,516	87,542,724	14,643,299	5,259	745,181	501	2,100	10,600	244,916
France on the Mediterranean	-	12,043,754	1,817,116	1,983	121,170	-	-	721	6,917
French West Indies	-	-	-	600	69,069	6,827	38,512	1,312	25,984
Hayti	-	-	-	557	55,816	59,212	340,553	3,467	68,751
Spain on the Atlantic	-	696,489	120,801	1,537	178,387	-	-	-	-
Spain on the Mediterranean	-	181,736	27,616	156	19,186	340	2,144	56	1,363
Teneriffe, &c.	-	-	-	50	6,287	2	12	5	134
Manilla	-	-	-	-	-	-	-	-	-
Cuba	-	350,311	54,438	563	61,747	93,511	482,538	20,674	403,374
Other Spanish West Indies	-	-	-	73	5,149	19,423	109,568	2,299	45,717
Portugal	-	-	-	352	38,043	224	1,249	2,881	56,875
Madeira	-	8,982	1,572	-	-	5,100	15,929	238	4,197
Fayal and other Azores	-	-	-	-	-	-	-	6	141
Cape de Verd Islands	-	-	-	77	8,525	1,716	9,829	98	2,287
Italy	-	12,952	2,022	820	54,589	320	1,700	50	1,075
Sicily	-	-	-	25	2,413	-	-	-	-
Minorca	-	-	-	-	-	200	1,300	33	1,129
Greece	-	-	-	-	-	-	-	-	-
Trieste, &c.	-	4,943,061	769,443	68	6,752	-	-	98	2,022
Turkey, Levant, &c.	-	-	-	4	400	260	1,630	15	423
China	-	-	-	-	-	649	3,693	-	-
Cape of Good Hope	-	-	-	33	4,845	1,806	10,886	30	657
Mexico	-	-	-	165	10,976	19,714	117,032	533	7,706
Honduras	-	17,417	1,829	62	3,823	7,310	45,076	142	2,207
Central Republic of America	-	-	-	114	8,988	4,054	24,144	121	1,195
Columbia	-	-	-	87	8,413	22,821	126,285	120	2,718
Brazil	-	-	-	257	22,529	161,460	971,924	366	7,462
Argentine Republic	-	-	-	118	15,847	15,593	88,770	472	8,450
Chili	-	-	-	44	5,172	15,514	89,808	192	3,470
South America generally	-	-	-	16	1,707	33,722	202,289	-	-
West Indies generally	-	-	-	99	10,095	9,226	52,528	9,105	191,249
Asia generally	-	-	-	-	-	2,089	12,512	-	-
Africa generally	-	-	-	583	56,457	1,453	7,786	10	200
South Seas	-	-	-	-	-	174	881	50	971
North-west coast of America	-	-	-	-	-	1,070	7,075	4	24
Totals	7,752,736	379,606,256	64,961,502	94,555	8,250,577	779,356	4,394,777	110,851	2,216,391

The total value of the different articles of domestic growth and manufacture exported from the United States during the year ended 30th of September, 1835, was 101,129,092 dollars. The value of the articles of foreign growth and manufacture exported from the United States during the same year was 20,504,495 dollars; making together a grand total of 121,633,577 dollars.

Amount of the registered, enrolled, and licensed Tonnage of the United States, on the 31st of December, 1830, 1831, 1832, 1833, and 1834.

	1830.	1831.	1832.	1833.	1834.
	Tons.	Tons.	Tons.	Tons.	Tons.
Registered -	576,475	620,451	686,383	750,947	857,276
Enrolled and licensed	615,301	647,394	752,460	856,213	901,469
Totals -	1,191,776	1,267,848	1,439,450	1,606,160	1,758,907

WAREHOUSING SYSTEM. — The act 4 & 5 Will. 4. c. 89. § 20. has the following proviso: —

The commissioners of customs shall remit or return the duties payable or paid, on the whole or any portion of wine, spirits, or other fluid, which shall be lost by any unavoidable accident in the warehouse in which it was deposited according to the provisions in the act 3 & 4 Will. 4. c. 57., or any other act to be passed for the warehousing of goods; and the duties upon the following articles, *deposited in warehouses of special security*, viz. wine, currants, raisins, figs, hams, cheese, and mahogany, when taken out of warehouse for home use, shall be charged upon *the quantities actually delivered*.

Loss by Fire in Warehouses. — The 5 & 6 Will. 4. c. 66. enacts, that the clause in the general warehousing act, 3 & 4 Will. 4. c. 56. § 41. (*Dict.* p. 1223.) providing for the indemnification of the merchants for damage occasioned to merchandise in warehouses by embezzlement, waste, or spoil, or by the wilful misconduct of the officers, shall not extend, or be taken to extend, to any damage or loss occasioned by fire. — § 4.

WEIGHTS AND MEASURES. — The act 4 & 5 Will. 4. c. 49., passed in 1834, repealed some of the clauses in the acts 5 Geo. 4. c. 74. and 6 Geo. 4. c. 12., establishing the new system of weights and measures, and enacted others in their stead. But the act referred to has been itself repealed by the 5 & 6 Will. 4. c. 63. This new act contains several important provisions. It abolishes all local or customary measures, under a penalty of 40*s.* for every sale made by them; it prohibits the mischievous practice of selling by heaped measure; it enacts that coals shall in all cases be sold by weight; that with the exception of gold, silver, platina, diamonds, and other precious stones (which may be sold by troy weight), and drugs (which may be sold in retail by apothecaries' weight), all other articles sold by weight shall be sold by avoirdupois weight only; and that a stone shall, in all cases, consist of 14lbs. avoirdupois; a hundred weight of 8 such stones, &c. Lead and pewter weights are not to be stamped.

The act sets out with repealing the 4 & 5 of Will. 4. c. 49. and the provisions in the acts 5 Geo. 4. c. 74. and 6 Geo. 4. c. 12., which require that all weights and measures shall be exact models or copies in shape or form of the standards deposited in the exchequer; and those allowing the use of weights and measures, not in conformity with the Imperial standard, established by said acts; or that allow goods or merchandise to be bought or sold by weights or measures established by local custom, or founded on special agreement. It then goes on to enact as follows: —

Weights and Measures stamped at the Exchequer declared legal. — Weights and measures verified and stamped at the exchequer as copies of standard weights and measures shall be taken to be legal weights and measures, to be used for comparison as copies of the Imperial standard weights and measures, although not similar in shape to those required under the provisions of the said acts; and the comptroller-general, or other duly authorised officer of the exchequer, may compare and verify, and stamp as correct, standard measures of a yard, standard weights, and standard measures of capacity, any weights and measures which correspond in length, weight, and capacity with the standards, or parts or multiples thereof, deposited in the exchequer, under the 5 Geo. 4. c. 74., although such weights and measures may not be models or copies in shape or form of the standards so deposited. — § 4.

Copies of the Standard Weights and Measures worn to be re-verified. — All copies of the Imperial standard weights and measures which have become defective, or have been mended, in consequence of wear or accident, shall forthwith be sent to the exchequer, for the purpose of being again compared and verified, and shall be stamped as re-verified copies of such standard weights and measures, provided the comptroller-general or other officer appointed for such verification, deem them fit for the purposes of standards; and every new comparison and verification shall be indorsed upon the original indenture of verification; and such weights and measures shall be stamped upon payment of fees of verification only; and the comptroller-general, or other officer, shall keep an account of all copies of the Imperial standard weights and measures verified at the exchequer. — § 5.

Local and Customary Measures abolished. — From and after the passing of this act, the Winchester bushel, the Scotch ell, and all *local or customary* measures, shall be abolished; and every person who shall sell by any measure other than one of the Imperial measures, or some multiple or aliquot part thereof, shall be liable to a penalty not exceeding 40*s.* for every such sale; but nothing herein shall prevent the sale of any articles in any vessel, where such vessel is not represented as containing any amount of Imperial measure, or of any fixed, local, or customary measure heretofore in use. — § 6.

Heaped Measure abolished. — From and after the passing of this act, so much of the said acts as relates to heaped measure is hereby repealed, and the use of heaped measure shall be abolished, and all bargains, sales, and contracts made after the passing of this act, by heaped measure, shall be null and void; and every person who shall sell any articles by heaped measure shall be liable to a penalty not exceeding 40*s.* for every such sale. — § 7.

Articles sold by Heaped Measure, how to be sold. — Whereas some articles heretofore sold by heaped measure are incapable of being stricken, and may not be conveniently sold by weight; it is enacted, that all such articles may henceforth be sold by a bushel measure, corresponding in shape with the bushel prescribed by the 5 Geo. 4. c. 74. for the sale of heaped measure, or by any multiple or aliquot part thereof, filled in all parts as nearly to the level of the brim as the size and shape of the articles will admit; but nothing herein shall prevent the sale by weight of any article heretofore sold by heaped measure. — § 8.

Coals to be sold by Weight. — From and after the 1st of January 1836, all coals, slack, culm, and cannel of every description shall be sold by weight, and not by measure, under a penalty of 40*s.* for every sale. — § 9.

All Articles to be sold by Avoirdupois, except, &c. — From and after the passing of this act, all articles sold by weight shall be sold by avoirdupois weight, except gold, silver, platina, diamonds, or other precious stones, which may be sold by troy weight; and drugs, which, *when sold by retail*, may be sold by apothecaries' weight. — § 10.

The Stone, Hundred Weight, &c. — From and after the passing of this act, the weight denominated a stone shall, in all cases, consist of 14 standard pounds avoirdupois, the hundred weight of 8 such stones, and the ton of 20 such hundred weights; but nothing herein shall prevent any bargain, sale, or contract being made by any multiple or aliquot part of the pound weight. — § 11.

Contents of Weights and Measures to be stamped on them. — All weights made after the passing of this act of the weight of one pound avoirdupois, or more, shall have the number of pounds contained in them stamped or cast on the top or side thereof in legible figures and letters; and all measures of capacity made after the passing of this act, shall have their contents stamped or marked on the outside thereof in legible figures and letters. — § 12.

Weights of Lead or Pewter not to be stamped. — The stamping of weights of lead or pewter, or of any mixture thereof, is prohibited after the 1st of January, 1836; but nothing herein shall prevent the use of lead or pewter, or any mixture thereof, in the manufacture of weights wholly and substantially cased with brass, copper, or iron, and legibly stamped or marked "cased," or prevent the insertion of such a plug of lead or pewter into weights as shall be *bonâ fide* necessary for adjusting them and affixing the stamp thereon. — § 13.

Conversion of Rents, Tolls, &c. — Clauses 14. and 15. regulate the proceedings that are to take place in England, Ireland, and Scotland, for the conversion of rents, tolls, &c. payable in weights or measures now abolished into Imperial standard weights and measures.

Fair Prices. — In Scotland, from and after the passing of this act, the fair prices of all grain in every county shall be struck by the Imperial quarter, and all other returns of the prices of grain shall be set forth by the same, without any reference to any other measure whatsoever; and any sheriff clerk, clerk of a market, or other person offending against this provision shall forfeit not exceeding 5*l.* — § 16.

Copies of Standards, Inspectors, &c. — Clauses 17, 18, 19, and 20. prescribe the mode in which copies of the standard weights and measures shall be provided in counties, cities, boroughs, &c., the appointment of inspectors of weights and measures, &c. Clause 22. orders, that the expense of providing copies of standard weights, with the remuneration to inspectors, be defrayed out of the county rate. Clause 23. prohibits any maker or seller of weights or measures from being appointed inspector, and orders all inspectors to enter into a bond of 200*l.* for the due performance of the duties of their office, and the safe custody of the stamps and standard weights and measures committed to their care. Clause 24. orders inspectors to attend at market towns when ordered by justices. The following clauses are of general importance.

Magistrates to procure Stamps for Inspectors for stamping all Weights, &c. — In England, the justices in general or quarter sessions assembled, and in Scotland the justices and magistrates at a meeting called by the sheriff, and in Ireland the grand juries, shall provide the inspectors with good and sufficient stamps for stamping or sealing weights and measures; and all weights and measures whatsoever, except as herein excepted, used for buying and selling, or for the collecting of any tolls or duties, or for the making of any charges on the conveyance of any goods or merchandise, shall be examined and compared with one or more copies of the Imperial standard weights and measures provided under authority of this act for such inspectors, who shall stamp, so as best to prevent fraud, such weights and measures, if they be found to correspond with the said copies; and the fees for such examination, comparison, and stamping shall be those in the schedule at the end of this act; and every person using any weight or measure other than those authorised by this act, or some aliquot part thereof, or which has not been stamped as aforesaid, except as herein excepted, or which shall be found light or otherwise unjust, shall forfeit not exceeding 5*l.*; and any contract, bargain, or sale made by such weights or measures shall be wholly null and void; and every light or unjust weight and measure shall, on being discovered by any inspector, be seized, and, on conviction, forfeited; but nothing herein shall require any single weight above 56 lbs. to be inspected and stamped, nor any wooden or wicker measure used in the sale of lime, or other articles of the like nature, or any glass or earthenware jug or drinking cup, though represented as containing the amount of any Imperial measure, or of any multiple thereof; but any person buying by any vessel represented as containing the amount of an Imperial measure, or of any multiple thereof, is authorised to require the contents of such vessel to be ascertained by comparison with a stamped measure, such measure to be provided by the person using such wooden or wicker measure, glass jug, or drinking cup; and in case the person using such last-mentioned measure or vessel refuse to make such comparison, or if, upon comparison being made, it be found to be deficient in quantity, the person using the same shall be subject to the forfeitures and penalties imposed on those using light or unjust weights or measures. — § 21.

Weights and Measures once stamped need not be re-stamped. — No weight or measure duly stamped by any inspector appointed under the 1 & 5 Will. 4. c. 49., or this act, or by any person or persons authorised to examine and stamp weights or measures, shall be liable to be re-stamped, although the same be used in any other place than that at which it was originally stamped, but shall be considered as a legal weight or measure throughout the U. K., unless found to be defective or unjust. — § 27.

Power to Justices, &c. to enter Shops and inspect Weights and Measures. — Justices, sheriffs, magistrates, and inspectors are authorised to examine weights and measures, and to order such as are light or otherwise unjust to be seized and forfeited; those using such weights and measures are subjected to a penalty of not more than 5*l.*; and a like penalty is imposed on those refusing to produce such weights and measures, or obstructing the magistrates. — § 28.

Penalties on Inspectors counterfeiting Stamps, &c. — Inspectors or other persons authorised to inspect weights or measures, who shall stamp any weight or measure without verifying the same, or who shall otherwise misconduct themselves in their office, shall for every such offence forfeit not more than 5*l.*; persons forging or counterfeiting any stamp or mark used for stamping or marking weights or measures, forfeit for every offence not more than 5*l.* and not less than 10*l.*; and persons knowingly using weights or measures marked with such counterfeit stamps, forfeit for every offence not more than 10*l.* nor less than 2*l.* — § § 29, 30.

Penalty on Price Lists, &c. — From and after the 1st of January, 1836, any person printing, or clerk of any market or other person making any return, price list, price current, or any journal or other paper containing price list or price current, in which the weights and measures quoted or referred to denote or imply a greater or less weight or measure than is denoted or implied by the same denomination of Imperial weights and measures under the provisions of this act, shall forfeit and pay not exceeding 10*s.* for *every copy* of every such return, price list, price current, journal, or other paper which they publish. — § 31.

The remaining clauses relate to the recovery of penalties; and save the rights of the Founders' Company, and of the Universities of Oxford and Cambridge.

Schedule of fees to be taken by all inspectors of weights and measures appointed under the authority of this act:—

For examining, comparing, and stamping all brass weights, within their respective jurisdictions,—

	s.	d.
Each half hundred weight	0	9
Each quarter of a hundred weight	0	6
Each stone	0	4
Each weight under a stone to a pound inclusive	0	1
Each weight under a pound	0	0½
Each set of weights of a pound and under	0	2

For examining, comparing, and stamping all iron weights, or weights of other descriptions not made of brass, within their respective jurisdictions,—

	s.	d.
Each half hundred weight	0	5
Each quarter of a hundred weight	0	2
Each stone	0	1
Each weight under a stone	0	0½
Each set of weights of a pound and under	0	2

For examining, comparing, and stamping all wooden measures, within their respective jurisdictions,—

	s.	d.
Each bushel	0	3
Each half bushel	0	2
Each peck, and all under	0	1
Each yard	0	0½

For examining, comparing, and stamping all measures of capacity of liquids, made of copper or other metal, within their respective jurisdictions,—

	s.	d.
Each five gallon	1	0
Each four gallon	0	9
Each three gallon	0	6
Each two gallon	0	4
Each gallon	0	2
Each half gallon	0	1
Each quart and under	0	0½

WHALE FISHERY (SOUTHERN). — This consists of three distinct branches; viz., 1st, the catch of the spermaceti whale; 2d, that of the common black whale of the southern seas; and, 3d, that of the sea elephant, or southern walruss.

The spermaceti whale (*Physeter macrocephalus*) is found in all tropical climates, and, on the coasts of New Zealand and Japan. The ordinary duration of the voyage of a ship from England, employed in this department of the fishery, is about 3 years.

The common black whale of the southern seas (*Physeter microps*) is met with in various places, but principally on the coast of Brazil; in the bays on the west coast of Africa; and in some of the bays in New South Wales, Van Diemen's Land, &c.

Sea elephants (intermediate between the walruss of the northern seas and the seal) are principally met with in the seas round the Islands of Desolation, South Georgia and South Shetland, the coast of California, &c. Vast numbers of these animals are annually captured; vessels frequently load entirely with them; and they are believed to furnish more oil than the common South Sea whale. The oil of the black whale and that of the sea elephant, are both known in the market by the name of southern oil; and they are so very similar, that those most versed in the trade can with difficulty distinguish the one from the other. Hence ships commonly engage indifferently in either fishing as opportunity offers. The usual duration of the voyage of a ship from England in either of the last two departments, or in the two combined, varies from 12 to 18 months. We subjoin a

Statement of the Southern Whale Fishery carried on from Great Britain since 1800; exhibiting the total Number of Ships annually absent from Great Britain on Whaling Expeditions; the Total Number of Ships that annually returned to Great Britain; the Annual Imports of Sperm and of common Oil, with the Prices of each; the Average Tonnage of the Ships at Sea; and the Average Number of Men to each Ship.

Years.	Ships at Sea.	Ships returned.	Sperm Oil imported.		Common Oil imported.		Price of Sperm Oil per Ton.	Price of Common Oil per Ton.	Total Value of Imports.	Average Tonnage of Ships.	Average No. of Men to a Ship.
			Tons.		Tons.		£.	£.	£.		
1800	64	26	1,351		2,836		70	30	179,650		
1801	78	25	555		5,558		84	40	188,140		
1802	90	56	1,106		5,948		80	29	260,972		
1803	92	32	1,779		4,496		80	35	298,960		
1804	99	57	1,252		4,219		78	33	286,376	242	28
1805	86	32	2,413		3,069		75	30	275,945		
1806	66	38	2,338		3,739		70	26	260,874		
1807	43	20	1,351		1,473		78	24	140,750		
1808	56	30	1,681		2,140		93	34	229,095		
1809	35	15	1,324		805		100	40	214,600		
1810	45	15	1,416		705		105	32	180,180		
1811	39	27	3,504		966		100	37	378,442		
1812	62	12	1,899		953		90	42	206,496		
1813	41	23	2,588		2,131		82	50	319,786		
1814	48	29	2,595		1,977		66	40	256,950		
1815	56	35	1,181		1,897		66	36	146,258	300	30
1816	54	31	3,606		2,928		53	28	267,749		
1817	76	34	1,969		3,009		65	30	278,295		
1818	91	53	3,398		4,267		75	36	408,462		
1819	112	40	5,475		4,383		85	33	473,853		
1820	137	39	2,717		4,064		71	25	319,432		
1821	123	58	3,600		4,270		60	19	305,190		
1822	118	41	6,011		1,970		54	22	356,934		
			British.	Colonial.	British.	Colonial.				340	32
1823*	114	57	5,892	396	1,725	668	45	21	383,686		
1824	96	42	5,928	1,190	749	818	40	22	275,090		
1825	87	32	4,731	65	1,104	442	48	30	256,488		
1826	78	38	5,695	388	454	289	55	34	359,227		
1827	80	29	4,476	334	665	474	70	27	307,453		
1828	85	30	3,416	116	156	358	79	25	275,078		
1829	92	25	4,185	815	102	478	74	27	408,082	390	30
1830	104	25	5,157	498	419	904	72	33	592,049		
1831	108	27	5,959	1,276	193	1,468	73	43	634,747		
1832	106	30	5,576	1,589	402	1,785	61	28	498,701		
1833	110	19	3,451	2,608	220	2,245	62	25	437,185		
1834	99	27	4,091	2,710	149	2,594	65	23	496,004		

* The ships for this and the succeeding years, as for the previous ones, do not include colonial ships, but those from Britain only.
† From this year commenced the Imperial Measure.

We are indebted for the above valuable table, the only one of its kind that has ever been published, to a gentleman connected with a house that has been largely engaged in the trade since its commencement. The details may, therefore, be safely depended upon.

The spermaceti and southern colonial oils are principally imported from New South Wales and Van Diemen's Land. There used also to be a very considerable importation from the Cape of Good Hope; but that is now much fallen off. The imports of whale and seal oil from our North American possessions have been greatly augmented of late years. That, however, is mostly the product of the northern seas.

WHALE FISHERY (NORTHERN). — We regret to have to state that additional experience has served to confirm the unfavourable view we took in the *Dictionary* of this branch of industry. The subjoined account exhibits its condition in each year, from 1815 to 1834, both inclusive. It is seen from it that the ships and tonnage sent out have fallen off about a half since 1821! The last two years have been also peculiarly disastrous: in fact, several of the ships sent out last season (1836) have not yet (January, 1837,) been heard of. For several years past the trade has been more akin to a lottery than to any thing else; and, latterly, the blanks seem to have predominated very decidedly over the prizes. Considering the profitless nature of the business, and the hazards to which the seamen engaged in it are exposed, it would seem to be high time to put an end to the existing temptations to embark in it, by reducing the duties on vegetable oils. A reduction of this sort would, besides, be of much advantage to several of our most important manufactures; and would, in no small degree, contribute to promote the commerce of the country.

Abstract Account of the Northern Whale Fishery for the 20 Years ending with 1834.

Number of Ships to Greenland and Davis's Straits.			Total Ships.	Tonnage.	Ships Lost.	Number of Whales.	Tuns of Oil.	Tuns of Bone.
Years.	G.	D. S.						
1815	98	48	146	47,148	1	733	10,682	528
1816	101	45	146	46,868	1	1,330	13,590	632
1817	97	53	150	48,084	5	838	10,871	539
1818	94	63	157	50,362	2	1,208	14,482	666
1819	96	63	159	51,082	12	988	11,401	517
1820	102	57	159	50,546	3	1,395	18,745	946
1821	80	79	159	50,709	14	1,405	16,853	923
1822	61	60	121	38,144	8	630	8,663	422
1823	55	62	117	36,759	3	2,018	17,074	921
1824	32	79	111	35,013	1	761	9,871	534
1825	21	89	110	34,751	5	500	6,376	350
1826	5	90	95	30,414	5	512	7,200	400
1827	16	72	88	28,273	1	1,162	13,186	733
1828	14	79	93	28,665	3	1,197	13,966	802
1829	1	88	89	28,812	4	871	10,672	608
1830	0	91	91	29,396	19	161	2,199	119
1831	2	80	82	28,608	3	451	5,104	278
1832	13	68	81	26,383	5	1,563	12,610	676
1833	3	74	77	25,294	1	1,695	14,508	804
1834	7	69	76	24,955	3	872	8,214	442
Yearly average			115⅝	37,013⅝	5	1,024	11,313	601½

WHALE FISHERY (AMERICAN SOUTHERN). — The Americans were among the first to begin, and have long outstripped every other people in the extent and success with which they have prosecuted, the southern whale-fishery. It is principally carried on from New Bedford and other ports in the state of Massachusetts; and from Nantucket, a small island dependent on this state, celebrated for the bold adventurous character of its sailors, and for being the earliest seat of the fishery. We borrow from a Nantucket journal the following details with respect to this fishery in 1834: —

Spermaceti Whale Fishery. — The whole number of ships engaged in this valuable branch of the fisheries is 273, of which 257 are now absent; viz. from —

New Bedford	94	Falmouth	6
Nantucket	63	Newport	6
Fairhaven	14	Sagharbor	5
Bristol	13	Salem	3
New London	10	Newburyport	3
Hudson	9	Poughkeepsie	2
Warren	7	Portsmouth	2
Edgarton	6	Dartmouth	2

And one from each of the following ports; viz. — Boston, Plymouth, Wareham, Rochester, Portland, Wiscasset, Fall River, Providence, Stonington, Newbury, New York, and Wilmington Delaware. Sixteen ships only are in port, belonging as follows: to New Bedford, 7; Nantucket, 5; Fairhaven, Plymouth, Sagharbor, and Edgartown, each 1.

The aggregate tonnage of the 257 absent ships is nearly 100,000 tons. Of these, only 61 had each at last dates obtained 1,000 brls. of oil and upwards; and about the same number are not yet reported with any oil. The number of seamen and navigators employed on board these vessels is not far from 9,000. The cost of the entire fleet, as fitted for these voyages of 3 years' duration, probably exceeds 6,000,000 dollars.

A document before us furnishes a very careful estimate of the spermaceti oil imported into the United States during the year 1834. Since Jan. 1., there have arrived from the Pacific Ocean 55 ships; viz., into this port, 11; New Bedford, 25; Plymouth, 2; Fairhaven, 6; New London, 2; Edgartown, 2; Sagharbor, 2; Warren, 3; Falmouth, Bristol, and Hudson, 1 each. The cargoes of these ships, including that of the Levant and Spartan, (just arrived, and presumed to amount to 5,000 brls.), average little more than 2,000 brls. each; being in the whole, 111,881 brls. Add to this quantity 16,000 brls. estimated to have been brought from the South Atlantic Ocean, making about 128,000 brls., and we have the entire quantity of spermaceti oil imported in the course of the last year. Of this quantity 70,577 brls. were received at New Bedford, and the residue at Nantucket and other ports.

Among the ships now abroad, there are 31 which sailed in 1831; 75 in 1832; 88 in 1833; and 65 in 1834. Should no unforeseen calamity take place, whereby this important branch of national industry may be injured or interrupted, the number of spermaceti whale ships expected to arrive within the year 1835, may be set down at 70, and their cargoes at 135,000 brls., valued at upwards of 3,000,000 dollars.

We deduce from this valuable document one fact which we repeat with some feeling of pride. It is, that more than half of the ships now engaged in the sperm whale fishery are commanded by Nantucket men; though less than one fourth of the whole fleet is owned in this place.

There are various circumstances that conspire to give the Americans advantages for the prosecution of the southern whale fishery that are not enjoyed by any European nation. It is difficult, however, to see why it should not be prosecuted with still greater advantage from the ports of New South Wales, Van Diemen's Land, &c. It is supposed by many that Rio de Janeiro would be a good station for the fishing.

We believe, however, that the southern, as well as the northern, whale fishery has passed its zenith, and

from the same cause—the decreasing supply of fish. The whales are gradually becoming scarcer and more difficult to catch. They have been entirely, or almost entirely, driven from some of their old haunts; and the fishery is now very frequently prosecuted in very high latitudes.

WINE. — The Oporto Wine Company, described in the *Dict.* art. WINE, p. 1247., has been abolished by a decree dated Lisbon, 30th of May, 1834, of which the following are the principal clauses: —

Art. 1. All the privileges, authorities, prerogatives, and immunities of whatever nature or denomination granted to the Wine Company of the Alto Douro, and to the junta of its administration, from the time of its establishment to this day, are abolished.

Art. 2. The free disposal of their vineyards and wines is accordingly restored to the cultivators of the Upper and Lower Douro, as to those of all other parts of these kingdoms.

Art. 3. All imposts hitherto laid on the wines of Oporto, with the exception of the subsidio litterario, and of the duties on consumption in the city of Oporto and its district, as well as that of 12,500 reis on each pipe exported from the Foz of the Douro, are abolished.

Art. 4. The subsidio litterario shall be received, as in every other place, by the receiver-general or his deputies.

Art. 5. The duties on consumption shall be received in the same manner; but those on exportation will be paid at the custom-house of the city of Oporto, on the manifests which are to be presented by the sellers and exporters, under the penalties ordered in such cases.

Art. 7. All ordinances and regulations whatever contrary to the present decree are abolished, as if they were expressly mentioned. The ministers of the interior and finance are charged with the execution of the present decree.

Wine, Survey of Permits, &c. — The 5 & 6 Will. 4. c. 39. exempts the dealers in and retailers of wine, not being dealers in or retailers of spirits, from the obligation to allow their premises to be entered, and their stocks and premises to be surveyed by the officers. It also enacts that a *permit* shall no longer be necessary for the removal of wine. Licences may be granted by the commissioners of excise to sell wine in theatres, &c.

Comparative Statement of the Quantity of Wine exported from Oporto in 1835 and 1836, showing the Countries to which the same was exported, and the Quantity of Wine exported from Lisbon for the Half-year ending the 31st of December, 1836.

Oporto.	1835.	1836.
	Pipes.	*Pipes.*
Great Britain	32,535	39,206
Brazil	729	570
Genoa and Leghorn	11	10
Newfoundland	173	50
Prussia	-	2
Jersey and Guernsey	86	43
Norway	-	19
Sweden	469	243
Denmark	192	174
Holland	156	55
United States	2,745	1,363
Russia	316	7
Hamburgh	7431	342
Portuguese ports	252	162
Total	38,456	53,285

Lisbon.	Pipes.	Hhds.	Qr. Casks.	Cases.
London	33	196	268	29
Liverpool	14	81	76	11
Leith	7	30	47	
Glasgow	6	23	13	
Plymouth and Dartmouth	1	11	76	
Dublin, Belfast, and Cork	9	55	128	
Total	60	396	608	40

WISMAR. See ROSTOCK.

WOOLLEN MANUFACTURE. — The exemption from the export duty of 10*s.* per cent. enjoyed by woollen goods, or goods of wool and cotton or wool and linen, exported to places within the limits of the East India Company's charter, has been repealed by the 4 & 5 Will. 4. c. 89. § 18.

ADDENDUM.

We noticed in the Dictionary, art. BREMEN, the extensive emigration from that port to the United States. From information lately obtained we learn that in 1835-6, 185 emigrants left Bremen for America, in 75 ships; and that in 1836, 11,811 emigrants sailed from that port, in 107 ships, for the same destination, exclusive of 2,326 emigrants forwarded from Bremen to Cuxhaven, where they embarked in 23 ships. Hence the total emigration from Bremen for the new world in 1836 amounted to 14,137 individuals, conveyed in 130 ships.

Printed by A. SPOTTISWOODE, New-Street-Square, London.

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Digitized with financial assistance from the
Government of Maharashtra
on 10 February, 2016